



Hongkong Daily Press.

ESTABLISHED 1867.

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WILL GIVE YOU
A BRIGHTER OUTLOOK
ON LIFE.
N. LAZARUS
OPHTHALMIC OPTICIAN.
24, Queen's Road Central, HONGKONG.

No. 19,469 號九十六百四千九萬一第 日二十月九年申庚 HONGKONG, SATURDAY, OCTOBER 23RD, 1920. 六拜禮 號三十月十年九國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS
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TIME TABLE.

WEEK DAYS
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " 9.30 " " 10 " "
9.30 " 11.00 " " 15 " "
11.30 " 12.30 p.m. " 15 " "
12.30 p.m. 2.30 " " 20 " "
2.30 " 5.00 " " 15 " "
5.00 " 8.10 " " 10 " "

NIGHT CARS
8.50 p.m. to 9.30 p.m. every 20 minutes
9.30 p.m. to 11.30 p.m. every 30 minutes
11.40 p.m.

SATURDAY
Extra Car—12 midnight.
SUNDAY
7.30 a.m. to 10.30 a.m. every 15 minutes
10.30 " 11.00 " " 10 " "
11.30 " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 15 " "
1.00 p.m. 5.30 " " 15 " "
5.30 " 6.00 " " 10 " "
6.00 " 8.30 " " 15 " "
8.30 " 8.10 " " 10 " "

NIGHT CARS
As of Week Days.

SPECIAL CARS by arrangement, at
the Company's Office, Alexandra Buildings,
Des Vaux Road.
Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-table,
but not for special cars can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Comptroller Order represent-
ing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.
On and after THURSDAY, April 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1 Local	No. 2 Through	No. 3 Express	No. 4 Local	No. 5 Through	No. 6 Express	No. 7 Local	No. 8 Through	No. 9 Express
CANTON (Chai Sha Tsui) dep.	7.30	8.00	8.30	11.10	11.40	12.10	1.10	1.40	2.10
SEK LUO	7.40	8.10	8.40	11.20	11.50	12.20	1.20	1.50	2.20
Sham Chai	7.50	8.20	8.50	11.30	12.00	12.30	1.30	2.00	2.30
Shingchi	8.00	8.30	9.00	11.40	12.10	12.40	1.40	2.10	2.40
Yau Ma Tei	8.10	8.40	9.10	11.50	12.20	12.50	1.50	2.20	2.50
Yau Ma Tei	8.20	8.50	9.20	12.00	12.30	13.00	2.00	2.30	3.00
Yau Ma Tei	8.30	9.00	9.30	12.10	12.40	13.10	2.10	2.40	3.10
Yau Ma Tei	8.40	9.10	9.40	12.20	12.50	13.20	2.20	2.50	3.20
Yau Ma Tei	8.50	9.20	9.50	12.30	13.00	13.30	2.30	3.00	3.30
Yau Ma Tei	9.00	9.30	10.00	12.40	13.10	13.40	2.40	3.10	3.40
Yau Ma Tei	9.10	9.40	10.10	12.50	13.20	13.50	2.50	3.20	3.50
Yau Ma Tei	9.20	9.50	10.20	13.00	13.30	14.00	3.00	3.30	4.00
Yau Ma Tei	9.30	10.00	10.30	13.10	13.40	14.10	3.10	3.40	4.10
Yau Ma Tei	9.40	10.10	10.40	13.20	13.50	14.20	3.20	3.50	4.20
Yau Ma Tei	9.50	10.20	10.50	13.30	14.00	14.30	3.30	4.00	4.30
Yau Ma Tei	10.00	10.30	11.00	13.40	14.10	14.40	3.40	4.10	4.40
Yau Ma Tei	10.10	10.40	11.10	13.50	14.20	14.50	3.50	4.20	4.50
Yau Ma Tei	10.20	10.50	11.20	14.00	14.30	15.00	4.00	4.30	5.00
Yau Ma Tei	10.30	11.00	11.30	14.10	14.40	15.10	4.10	4.40	5.10
Yau Ma Tei	10.40	11.10	11.40	14.20	14.50	15.20	4.20	4.50	5.20
Yau Ma Tei	10.50	11.20	11.50	14.30	15.00	15.30	4.30	5.00	5.30
Yau Ma Tei	11.00	11.30	12.00	14.40	15.10	15.40	4.40	5.10	5.40
Yau Ma Tei	11.10	11.40	12.10	14.50	15.20	15.50	4.50	5.20	5.50
Yau Ma Tei	11.20	11.50	12.20	15.00	15.30	16.00	5.00	5.30	6.00
Yau Ma Tei	11.30	12.00	12.30	15.10	15.40	16.10	5.10	5.40	6.10
Yau Ma Tei	11.40	12.10	12.40	15.20	15.50	16.20	5.20	5.50	6.20
Yau Ma Tei	11.50	12.20	12.50	15.30	16.00	16.30	5.30	6.00	6.30
Yau Ma Tei	12.00	12.30	13.00	15.40	16.10	16.40	5.40	6.10	6.40
Yau Ma Tei	12.10	12.40	13.10	15.50	16.20	16.50	5.50	6.20	6.50
Yau Ma Tei	12.20	12.50	13.20	16.00	16.30	17.00	6.00	6.30	7.00
Yau Ma Tei	12.30	13.00	13.30	16.10	16.40	17.10	6.10	6.40	7.10
Yau Ma Tei	12.40	13.10	13.40	16.20	16.50	17.20	6.20	6.50	7.20
Yau Ma Tei	12.50	13.20	13.50	16.30	17.00	17.30	6.30	7.00	7.30
Yau Ma Tei	13.00	13.30	14.00	16.40	17.10	17.40	6.40	7.10	7.40
Yau Ma Tei	13.10	13.40	14.10	16.50	17.20	17.50	6.50	7.20	7.50
Yau Ma Tei	13.20	13.50	14.20	17.00	17.30	18.00	7.00	7.30	8.00
Yau Ma Tei	13.30	14.00	14.30	17.10	17.40	18.10	7.10	7.40	8.10
Yau Ma Tei	13.40	14.10	14.40	17.20	17.50	18.20	7.20	7.50	8.20
Yau Ma Tei	13.50	14.20	14.50	17.30	18.00	18.30	7.30	8.00	8.30
Yau Ma Tei	14.00	14.30	15.00	17.40	18.10	18.40	7.40	8.10	8.40
Yau Ma Tei	14.10	14.40	15.10	17.50	18.20	18.50	7.50	8.20	8.50
Yau Ma Tei	14.20	14.50	15.20	18.00	18.30	19.00	8.00	8.30	9.00
Yau Ma Tei	14.30	15.00	15.30	18.10	18.40	19.10	8.10	8.40	9.10
Yau Ma Tei	14.40	15.10	15.40	18.20	18.50	19.20	8.20	8.50	9.20
Yau Ma Tei	14.50	15.20	15.50	18.30	19.00	19.30	8.30	9.00	9.30
Yau Ma Tei	15.00	15.30	16.00	18.40	19.10	19.40	8.40	9.10	9.40
Yau Ma Tei	15.10	15.40	16.10	18.50	19.20	19.50	8.50	9.20	9.50
Yau Ma Tei	15.20	15.50	16.20	19.00	19.30	20.00	9.00	9.30	10.00
Yau Ma Tei	15.30	16.00	16.30	19.10	19.40	20.10	9.10	9.40	10.10
Yau Ma Tei	15.40	16.10	16.40	19.20	19.50	20.20	9.20	9.50	10.20
Yau Ma Tei	15.50	16.20	16.50	19.30	20.00	20.30	9.30	10.00	10.30
Yau Ma Tei	16.00	16.30	17.00	19.40	20.10	20.40	9.40	10.10	10.40
Yau Ma Tei	16.10	16.40	17.10	19.50	20.20	20.50	9.50	10.20	10.50
Yau Ma Tei	16.20	16.50	17.20	20.00	20.30	21.00	10.00	10.30	11.00
Yau Ma Tei	16.30	17.00	17.30	20.10	20.40	21.10	10.10	10.40	11.10
Yau Ma Tei	16.40	17.10	17.40	20.20	20.50	21.20	10.20	10.50	11.20
Yau Ma Tei	16.50	17.20	17.50	20.30	21.00	21.30	10.30	11.00	11.30
Yau Ma Tei	17.00	17.30	18.00	20.40	21.10	21.40	10.40	11.10	11.40
Yau Ma Tei	17.10	17.40	18.10	20.50	21.20	21.50	10.50	11.20	11.50
Yau Ma Tei	17.20	17.50	18.20	21.00	21.30	22.00	11.00	11.30	12.00
Yau Ma Tei	17.30	18.00	18.30	21.10	21.40	22.10	11.10	11.40	12.10
Yau Ma Tei	17.40	18.10	18.40	21.20	21.50	22.20	11.20	11.50	12.20
Yau Ma Tei	17.50	18.20	18.50	21.30	22.00	22.30	11.30	12.00	12.30
Yau Ma Tei	18.00	18.30	19.00	21.40	22.10	22.40	11.40	12.10	12.40
Yau Ma Tei	18.10	18.40	19.10	21.50	22.20	22.50	11.50	12.20	12.50
Yau Ma Tei	18.20	18.50	19.20	22.00	22.30	23.00	12.00	12.30	13.00
Yau Ma Tei	18.30	19.00	19.30	22.10	22.40	23.10	12.10	12.40	13.10
Yau Ma Tei	18.40	19.10	19.40	22.20	22.50	23.20	12.20	12.50	13.20
Yau Ma Tei	18.50	19.20	19.50	22.30	23.00	23.30	12.30	13.00	13.30
Yau Ma Tei	19.00	19.30	20.00	22.40	23.10	23.40	12.40	13.10	13.40
Yau Ma Tei	19.10	19.40	20.10	22.50	23.20	23.50	12.50	13.20	13.50
Yau Ma Tei	19.20	19.50	20.20	23.00	23.30	24.00	13.00	13.30	14.00
Yau Ma Tei	19.30	20.00	20.30	23.10	23.40	24.10	13.10	13.40	14.10
Yau Ma Tei	19.40	20.10	20.40	23.20	23.50	24.20	13.20	13.50	14.20
Yau Ma Tei	19.50	20.20	20.50	23.30	24.00	24.30	13.30	14.00	14.30
Yau Ma Tei	20.00	20.30	21.00	23.40	24.10	24.40	13.40	14.10	14.40
Yau Ma Tei	20.10	20.40	21.10	23.50	24.20	24.50	13.50	14.20	14.50
Yau Ma Tei	20.20	20.50	21.20	24.00	24.30	25.00	14.00	14.30	15.00
Yau Ma Tei	20.30	21.00	21.30	24.10	24.40	25.10	14.10	14.40	15.10
Yau Ma Tei	20.40	21.10	21.40	24.20	24.50	25.20	14.20	14.50	15.20
Yau Ma Tei	20.50	21.20	21.50	24.30	25.00	25.30	14.30	15.00	15.30
Yau Ma Tei	21.00	21.30	22.00	24.40	25.10	25.40	14.40	15.10	15.40
Yau Ma Tei	21.10	21.40	22.10	24.50	25.20	25.50	14.50	15.20	15.50
Yau Ma Tei	21.20	21.50	22.20	25.00	25.30	26.00	15.00	15.30	16.00
Yau Ma Tei	21.30	22.00	22.30	25.10	25.40	26.10	15.10	15.40	16.10
Yau Ma Tei	21.40	22.10	22.40	25.20	25.50	26.20	15.20	15.50	16.20
Yau Ma Tei	21.50	22.20	22.50	25.30	26.00	26.30	15.30	16.00	16.30
Yau Ma Tei	22.00	22.30	23.00	25.40	26.10	26.40	15.40	16.10	16.40
Yau Ma Tei	22.10	22.40	23.10	25.50	26.20	26.50	15.50	16.20	16.50
Yau Ma Tei	22.20	22.50	23.20	26.00	26.30	27.00	16.00	16.30	17.00
Yau Ma Tei	22.30	23.00	23.30	26.10	26.40	27.10	16.10	16.40	17.10
Yau Ma Tei	22.40	23.10	23.40	26.20	26.50	27.20	16.20	16.50	17.20
Yau Ma Tei	22.50	23.20	23.50	26.30	27.00	27.30	16.30	17.00	17.30
Yau Ma Tei	23.00	23.30	24.00	26.40	27.10	27.40	16.40	17.10	17.40
Yau Ma Tei	23.10	23.40	24.10	26.50	27.20	27.50	16.50	17.20	17.50
Yau Ma Tei	23.20	23.50	24.20	27.00	27.30	28.00	17.00	17.30	18.00
Yau Ma Tei	23.30	24.00	24.30	27.10	27.40	28.10	17.10	17.40	18.10
Yau Ma Tei	23.40	24.10	24.40	27.20	27.50	28.20	17.20	17.50	18.20
Yau Ma Tei	23.50	24.20	24.50	27.30	28.00	28.30	17.30	18.00	18.30
Yau Ma Tei	24.00	24.30	25.00	27.40	28.10	28.40	17.40	18.10	18.40
Yau Ma Tei	24.10	24.40	25.10	27.50	28.20	28.50	17.50	18.20	18.50
Yau Ma Tei	24.20	24.50	25.20	28.00	28.30	29.00	18.00	18.30	19.00
Yau Ma Tei	24.30	25.00	25.30	28.10	28.40	29.10	18.10	18.40	19.10
Yau Ma Tei	24.40	25.10	25.40	28.20	28.50	29.20	18.20	18.50	19.20

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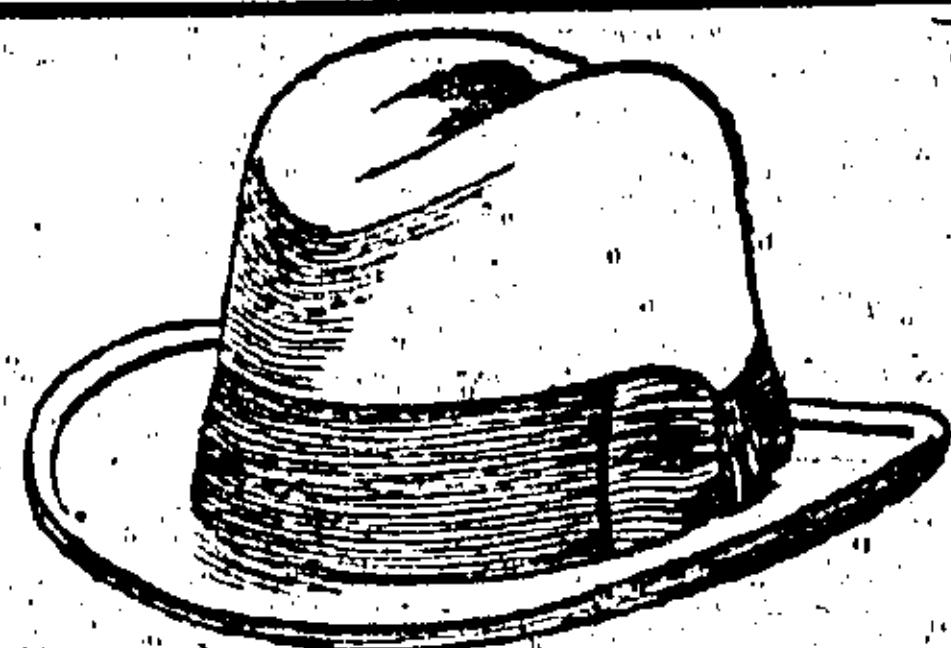
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1620]

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1564

A WHITE RACE. IN TROPICAL AUSTRALIA. GOVERNOR-GENERAL'S VIEWS.

His Excellency the Governor-General (Sir Ronald Munro Ferguson), in acknowledging the citizens' address of farewell in the Town Hall, at Sydney, said his only regret on leaving these shores was one from which every Governor-General will inevitably suffer, and that was that he had not seen as much of Australia as he could wish.

Indeed, added his Excellency, "it would be only by the help of a magic carpet that anyone, even if he had no official ties, could visit every corner of this great continent. In time, aeroplanes will take the place of the magic carpets, and my successors will fly from end to end of this dominion as easily as I have crossed and recrossed Sydney Harbour. In my case, the necessity of being constantly at headquarters, owing to the war, scarcity of shipping, influenza barriers which kept out everything except the microscope (laughter) and the presence of distinguished visitors, upset many of the travelling schemes. I rejoice, however, to have been able to visit many important districts in each State, and have just returned from a most delightful trip to Northern Queensland. I cannot attempt to summarise my impressions of what I have seen; suffice it to say that I have rarely been in any part of Australia that I did not feel a longing to acquire large interests and settle down there permanently. At this moment I am full of the sugar-growing possibilities of Northern Queensland, of the pastoral and agricultural richness and beautiful character of the Mitchell grass plain, and of the great subland behind Cairns. I was also sorely tempted to invest in one of the lovely islands that hang like jewels about the coast of Northern Queensland, and which will some day become the pleasure resorts of the teeming population of the mainland. I left the medical profession discussing, in Brisbane, the possibility of making Northern Queensland habitable for the white race, and I went there to find a happy, healthy, prosperous population, and the schools full of fine, bright children who, one schoolmaster said, were going to evolve a type superior to any to be found in Australia or the mother country. I came to the conclusion that the problem in most parts of Northern Queensland is more an economic than a climatic one, and that the necessities of the case may be summarised under three heads: Good housing adapted to the climate, more domestic help for the women through increased population and the introduction of labour-saving devices, also ample provision for medical and nursing assistance, especially again for the women, all of which, though necessary everywhere, is absolutely essential to family life in hotter climates." (Applause.)

"And of your own great State, needless to say, I carry away a store of rich and varied recollections, of which this fine city and its beautiful harbour, on which her Excellency and I have spent many happy days, will always be the central feature. But if I may be permitted to wander from Sydney and its famous waterway, I would like to pay a tribute to the wonderful productiveness of the northern rivers, to the energy and enterprise of its inhabitants, and to the progressive manner in which they are developing their industry on co-operative lines. Nor does my enthusiasm for that part of New South Wales exclude the warmest appreciation of your great pastoral, lucerne, and wheat areas, of the irrigated lands, and the rich South Coast. The mother State is indeed a land of promise and of fruition. When Flinders left it in 1803, he noted the growth of the town and mentioned that 'herds and flocks were being formed,' and made the comment that 'the energetic spirit of enterprise which characterises Britannia's children seem to have thrown out vigorous shoots in the new land.' We, a little more than a century later, can say that Britannia's children have in that short time far surpassed the most glowing anticipations that ever crossed the mind of the first circumnavigator of the continent."

"The only advice I would give to you is that you rest not satisfied with one harbour, however beautiful, nor with one city, however prosperous and highly populated. A country cannot have too many such harbours and such cities, while the over-concentration of national life and interests in a few cities is not altogether healthy. Perhaps one of the greatest dangers for Australia is the development within every province of numerous organised communities to be the urban centres of its rich and prosperous rural areas. Nothing will be more conducive to this end than a through railway system, and the opening of fresh harbours, having direct communication with their respective back countries."

"And now in truly biblical style I have left the best, for among the enduring impressions that will always be with us is that of the kindness and hospitality of the people of Australia. You have done your best to make it difficult for either of us to leave you without a pang. These last days among you have been sorrowful with the thought of parting, and I can assure you that when our official connection has come to an end there will always remain a strong interest in all your concerns, and a lasting affection for the beautiful land and warm-hearted people of Australia."

The thirty-six bishops who took part in the Great Lambeth Conference have included in their report of the proceedings, which were not open to the Press, a long chapter on the ethics of love-making. They urge that courtship should be lifted to a higher level, and in particular that betrothal should be presented to young people as a highly serious matter. Clergymen all over the world are urged to make special visits to people who have become engaged, and impress on them the gravity of the step they have taken, the responsibility of marriage, and the sacredness of the union they are contemplating.

KING GEORGE'S FUND. A YEAR'S WORK FOR THE BRITISH SAILORS.

The third annual report of King George's Fund for Sailors contains this sentence: "In view of the fact that many war funds have terminated their activities during the past year, the General Council wish to state that King George's Fund for Sailors, although inaugurated during the war, is a permanent fund, now incorporated under Royal charter, and that it is hoped to continue its activities in perpetuity."

The fund's income last year was £253,559, the support from all parts of the British Empire and from many other quarters of the world being most encouraging. A number of applications were received from marine benevolent institutions. In this connection the Contribution of the Fund was £1, and of these 64 were allocated grants amounting to £40,480. The General Council continued their policy of encouraging the judicious extension of institutions where found necessary and of advantage to the seafaring community and when the Council had examined the plans and estimates, and were satisfied that the new scheme would be carried through with economical expenditure and management, and without overlapping the activities of existing institutions. In this connection the General Council made the following grants during the year: £5,000 to the Henry Radcliffe Convalescent Home at Lymington, Surrey; £2,500 to the Seamen's Hospital Society, towards the establishment of a Sanatorium for Seamen suffering from consumption; £2,500 towards the establishment of the King George Merchant Seamen's Hospital at Malta; £2,000 to the Committee of the Marvellous Hospital; £1,000 to the Port Said Hospital towards the purchase of a new site for further extensions, and a grant of £500 towards the extension of the Alexandria Maternity and Children's Homes.

A NEW FEATURE.
A problem which became urgent with the termination of hostilities was that of affording assistance to sporadic cases of distress arising out of the war, which were not to be met by admittance to the benefits of a hospital, orphanage, aged seamen's home, or other beneficent institution. Such cases, of officers and men and their dependents in the Royal Navy and in the Merchant Service, having been brought to the consideration of the General Council, it sanctioned an expansion of the Fund's policy of allocating grants to various institutions as approving agents for examining claims for direct relief, and for meeting those established. The institutions selected, and undertaking this work report to the Council with a recommendation of the amount of relief considered necessary. In this connection £10,000 in all was allocated during the year to widows of merchant seamen through the Pension Fund administered by the Royal Alfred Institution, and £1,000 was placed to the Samaritan Fund of the same Society; £1,000 was granted to the Grand Fleet Emergency Relief Fund for relief in connection with the men of the Royal Navy, and their dependents, and £200 to the Destitute Fund for merchant seamen in distress of the Sailors' Home and Red Ensign Club. Grants to the amount of £2,500 were allocated to the charitable funds of the Trinity Corporation for the relief of seafaring men, their widows and dependents. The report is full of details concerning the sources of the Fund, the institutions assisted, and people who have helped. The headquarters are at Trinity House, Tower Hill.



MR. JOHN ROSS DUGGAN.

Mr. John Ross Duggan is an automotive engineer of long experience, especially in regard to truck transportation. Moreover, he served throughout the World War with the New Zealand Engineers. The Automotive Products Corporation with whom he is associated have been long recognised as specialists in the development of the commercial side of the automobile industry, especially as applied to truck transportation and tractor cultivation of farm lands. In this connection they have had notable success in introducing such well known trucks as the Hall, Ace, Keystone and Oshkosh. Amongst the tractors that have made good in the war production of foodstuffs are the Twin City, Tio, and Leader. In the matter of truck development, Mr. J. R. Duggan has been already called upon by the authorities in Tokyo to prepare an exhaustive report upon the very vexed question of the utilisation of motor trucks in that city, discriminating between the logical spheres of the electric truck and the gasoline truck and assigning an important function to the trailer. Mr. Duggan, who is at present staying at the Hongkong Hotel, will, in the course of a few days, proceed on his way to the Straits Settlements, Dutch East Indies and Australasia.

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SPORT.

POLO "AT HOME" POSTPONED.

Lieut. Colonel J. E. Wyndham and the Officers of the Second Battalion Wiltshire Regiment regret that owing to the sudden death of Mrs. Giles, wife of Sergeant Giles of the above Battalion, the "At Home" this afternoon on the polo ground has been postponed. It is hoped, however, that a similar "At Home" and match will take place shortly.

CRICKET.

HONGKONG C.C. v. C.R.C. "A"

The following will represent the Hongkong Cricket Club "A" v. Chinese Recreation Club "A" at Causeway Bay, on Saturday, 23rd October at 2.15 p.m.:
L. D. McNicoll (capt.), B. O. Blaker, L. J. Davies, J. C. Fletcher, R. A. Green, R. Grubbe, H. E. Holland, J. D. Humphreys, H. A. Sayer, W. D. Wilson, L. M. Whyte.

C.R.C. 2nd XI. v. HONGKONG C.C. 2nd XI.

The following will represent C.R.C. 2nd XI. against H.K.C.C. 2nd XI. on the former's ground today at 2.15 p.m. sharp:
Yew Mau Hoa (Captain), Wong Po Kung, Wan In Shing, Lo Man Pan, Lai Keun, Wong Sik Chung, Chan Ting Sung, Yung Hin Lun, Wo Pak Fook, Cheung Wing Kin, and Lee Hoa Chee.

C.C.C. v. C.R.C.

A friendly match will be played today on the C.C.C. ground commencing at 2 p.m.
C.C.C. Team—L. E. Lammer, E. C. Thompson, B. W. Bradbury, U. M. Omar, M. H. Abbar, C. F. Holdman, S. Jex, Dr. M. E. Ascer, Y. Abbar, W. A. Drake, and R. Bass.

FOOTBALL.

OPENING OF THE LEAGUE.

The Hongkong League opens to-day when the following matches will be played:

FIRST DIVISION.
Club v. Carlisle, Club ground, 4 p.m.
2nd Wiltshire v. R.G.A., Sookmoo ground, 4 p.m.

SECOND DIVISION.
Tamar v. Kowloon, Navy ground, 4 p.m.
Club Reserves v. 2nd Punjabis, Club ground, 2.30 p.m.

UNITED v. Club de Rec., Sookmoo ground, 2.30 p.m.
India Res. Club v. R.G.A. Res., Navy ground, 2.30 p.m.

Others: United v. Kowloon Res., Railway ground, Kowloon, 3.30 p.m.
Staff and Dept. v. S.C.A. Res., Railway ground, Kowloon, 4 p.m.

Owing to several teams not turning out in practice games it is difficult to forecast the results of the games due to be played to-day.

The Club will open their season at home to the Carlisle, and with Bailton turning out, the Club defence will be considerably strengthened. The Carlisle men have returned from the North with a record worthy of a splendid all-round team, and will be all out to try and lower the League Champions' colours at the opening game.

The game at Sookmoo will see the two military teams in opposition and the result will be fairly open.

The R.G.A. men arrived at the end of last season, so they start the season as "dark horses." The Wiltshires played good football last season, and as it is rumoured that all last year's players are still available, it is expected that a hard and fast game will take place.

On the Navy ground, the latest addition to Division I. are fielding a strong team against the Tamar, who have lost several of last year's men.

Townsend R.E., who led the Staffs last year, will turn out in the same position for Kowloon this season, and Crocker, late Tamar, will be defending his goal against his old Club.

Pasco and Clemo are also included, with the Kowloon men and the team as a whole is a strong one.

Tamar will be represented by a good team as new men have arrived from Home who will give a good account of themselves.

In the Junior Division, the Club Reserves are against the Punjabis, and although the Juniors are turning out weak, owing to the Club Seniors drawing heavily upon them, a bright game is expected.

The Punjabis are turning out with three British officers, who rest of the team being Indians, who, no doubt, will give a good game when they get moving.

The United, Club de Rec., Staff and Dept., and S.C.A. Reserves, are all fielding good teams and the games will be worth watching.

The game between the Orlers United (who, by the way, are a mixed team from H.M. ships carrying oil fuel for the fleet), and Kowloon Reserves, will open League Football at Kowloon, the teams meeting on the newly acquired ground near the Railway at Kowloon. A good game is expected.

H.K.F.C. v. H.M.S. "CARLISLE"

The following have been selected to represent the Club against H.M.S. "Carlisle" in a League match to-day on the Club ground, kick-off 4 p.m. sharp: G. Rodgers, Lawrence, M. Tonkin, J. W. R. McPhail, J. Rodger, E. Moore, G. May, L. Goldenberg, R. Sandberg, R. B. Logan, and E. Rin.

2ND DIV. LEAGUE

The following will represent the United in their first League match against Club de Rec. to-day, at 2.30 p.m. sharp, on the Sookmoo Valley, Causeway Bay: L. M. Whyte, A. Z. Simmons, D. D. Urquhart, C. H. G. Blake, D. Laing, C. Logan, P. O. Fletcher, J. Leonard, P. Brown, G. Miller, and G. Chubb. Reserve: H. Knight.

(Continued at foot of next column.)

UNITED A.C. v. CLUB DE RECREIO.

The following will represent the United in their first League match against Club de Rec. to-day, at 2.30 p.m. sharp, on the Sookmoo Valley, Causeway Bay: L. M. Whyte, A. Z. Simmons, D. D. Urquhart, C. H. G. Blake, D. Laing, C. Logan, P. O. Fletcher, J. Leonard, P. Brown, G. Miller, and G. Chubb. Reserve: H. Knight.

BILLIARDS.

PALACE HOTEL TOURNAMENT.

In the Palace Hotel Billiard Tournament yesterday, at the Palace Hotel, Kowloon, J. H. Calt (100) beat W. Z. Wilson (75), the score reading 230 and 150, respectively. At 9 p.m. the game between A. Tee (scratch) and W. Distin (100) resulting in a victory for the former, the scores being A. Tee 250 and W. Distin 45.

(Continued at foot of next column.)

"CHILD" KILLED BY A RUFFALO.

OWNER PAYS COMPENSATION.

Considerable excitement prevailed in West Point on Thursday, when a buffalo, being driven along with several others to the slaughter-house, strayed from the herd and ran wild after a mad career along Western Street, to the danger and annoyance of pedestrians, who quickly made way for the animal. The beast ran into Third Street, where it knocked down a little Chinese boy, who was being led home by his mother. The buffalo trampled the child to death and then made its way to the end of the street, where it was fortunately roped in, before it could do further damage. The owner and the youth, who drove the beast, were charged at the Magistrate's yesterday, with unlawfully allowing the buffalo to stray and kill a child.

Inspector Willis said that the second defendant's folk took delivery at the wharf opposite the Western Market, of a large number of cattle which the defendant had purchased at Kwong Chow Wan. Among the cattle were eight water buffaloes. As they were being driven to the slaughter house at Kennedy Town, the buffalo which the first defendant was driving with a rope tied round its neck, suddenly broke loose in Western Street and started on a wild dash which ended in the boy being trampled to death. He understood that the second defendant was the owner of the buffalo, had offered to pay a compensation of \$150 to the deceased child's parents, and the boy's father who was present in Court, was willing to settle the matter by accepting the compensation. No doubt, said the Inspector, although he thought there must have been a certain amount of carelessness in handling such a wild animal. The first defendant had charge of the beast, and it was obvious from his side, that it was impossible for him to hold the buffalo. However, as the child's father was willing to accept the compensation, he (the Inspector) would not press the charge.

Addressing the owner of the buffalo, the Magistrate Mr. G. N. Orme, said that in view of the fact that the deceased child's father was willing to accept compensation, Inspector Willis would not press the charge against him. He would like to impress it on the defendant, however, that it was a crime to neglect to take proper precautions when handling wild beasts, and warned him to be more careful in future. If the defendant paid the compensation he had offered the child's father, he would discharge him.

The defendant expressed his willingness to pay the compensation, and said that he regretted the accident very much. The Magistrate: All right, I discharge you.

COURT MARTIAL.

WILTSHIRE SERGEANTS CHARGED.

A court-martial was held at Murray Barracks, yesterday, to hear charges brought against Sergeant F. O. Gorton, Major A. Vino, the Mess President. They were separately charged with neglect of duty, at Mount Austin Sergeants' Mess, in that they allowed credit to be given, contrary to the orders of the Commanding Officer, and with being deficient in taking to the extent of \$189.42, whilst doing duty as caterers.

Mr. A. H. Crew who appeared for Sergeant Gorton pleaded guilty, and explained that it had been the custom to give credit before Sergeant Gorton took over from it. The other two did not wish to depart from it. The charge in funds was due to non-payment for drinks taken on credit. Accused was prepared to pay the money before the books were closed.

Major Lo Huquet and Capt. Blacker testified to the good character borne by Sergeant Gorton, the former saying that Sergeant Gorton was thoroughly reliable, trustworthy, steady and sincere. In the case of Sgt. Major A. Vino, the Mess President, Mr. C. F. Mason, solicitor, appeared for the defence, and made an objection to his client being tried by the same Court but the objection was over-ruled.

It was stated that defendant was responsible for the entire management of both the Mess at Murray Barracks as well as at Mount Austin as regards cash, stock, goods, etc. The Treasurer of the Mess gave evidence as to the deficiency. He said that when he found no money in the till, he reported it to the President. Sergeant Major Blake, Regimental Sergeant Major, also gave evidence, and under examination said the accused made no complaint to him that he was dissatisfied with Sergeant Gorton. The sentences will be promulgated in due course.

H.K.F.C. 2nd XI. v. PUNJABIS.

The following have been selected to represent the Club 2nd XI against the 2/22nd Punjabis in a League game on the Club ground, kick-off 2.30 p.m. sharp: Groot, Gorrard, Another, A. McDonald, Ireland, Jones, Sherry, Pilger, Boysen, Dunn, and Matthews.

KOWLOON F.C. RES. v. OILERS UNITED.

The following team has been selected to represent the Kowloon Football Club Res. in their 2nd Div. League match against Oilers United to-day, kick-off at 2.30 p.m. on the Kowloon Railway Recreation ground: H. McKay, B. H. Hewer, G. White, J. Coupland, C. Mackenzie, W. Munke, A. Young, A. N. Other, E. Mason, W. Balch, A. Esterle.

BILLIARDS.

PALACE HOTEL TOURNAMENT.

In the Palace Hotel Billiard Tournament yesterday, at the Palace Hotel, Kowloon, J. H. Calt (100) beat W. Z. Wilson (75), the score reading 230 and 150, respectively. At 9 p.m. the game between A. Tee (scratch) and W. Distin (100) resulting in a victory for the former, the scores being A. Tee 250 and W. Distin 45.

FAMINE-RELIEF PROBLEMS.

ROUSE PUBLIC OPINION.

[A Speech by Dr. Livingston Hart before a Public Meeting of the North China International Society of Famine Relief, October 9th, 1920 in the Auditorium of the Tientsin Y.M.C.A.]

This is no time for the making of long speeches; the question before us is too serious, and the crisis too acute. Happily most of what should be said at this juncture can be put into three words: "Rouse Public Opinion" and all that is added is merely to enforce the greatness of the need. Rouse public opinion, especially with a view to developing a sense of responsibility, in two directions, namely, personal responsibility, and the responsibility resting on the Government.

Whatever steps the Government may be compelled to take, there is resting on each individual a claim which cannot be shelved on to some other. It is not necessary to seek to prove the need for taking action; the Press, both Chinese and foreign, is bringing us day after day into actual touch with scenes of misery which none but the most callous can ignore. Refugees are about us in the streets, and these are the more lucky ones, for all do not reach this place who start on the long tramp, or attempt to escape from their impoverished homes. It needs but a rudimentary gift of imagination to picture what these days of early autumn have meant to mothers and babes, children parted from their parents, fathers without strength or hope. The wonder is that all is so quiet, that there is no outspoken resentment, no clamouring or rioting, but merely mute acceptance of dull despair. And winter is coming, beside which these days will appear to have been days of luxury. It is evident indeed that much has to be done, and that no one amongst us can escape the obligation. Each one must do his bit, and see to it that everyone else is made to face the greatness of the need. There ought to be such strong public opinion about the personal responsibility of each one, that every member of the Chinese and foreign communities will readily accept his share of the burden and perform his duty.

Incidentally it may be pointed out that this doctrine of playing our part and helping to create a better public opinion may well be realised by us, by adopting the proposed plan of buying and wearing the Famine Relief Medals. These are to be ready within a day or two, and should materially assist in the campaign for saving life. Each gift of ten dollars may lead to the saving of one life, if only the funds are carefully administered, and every person should have one of these in his possession, and not be content with the bronze, but aim at the silver and gold medals, especially for any society, institution, school, or church with which he may be connected.

It is necessary, however, to rouse public opinion in connection with the responsibility which the government must assume. There are not a few contingencies, the blame for which cannot be laid at the door of the Government; it is not necessary to detail them, for we are concerned with a far more important question, namely this: Is the Government going to assert its authority so as to remedy certain evils which it certainly has the power to stop? We are not now referring to the great evil of the famine itself; statesman-like measures must quickly be adopted to cope with this awful calamity, and every well-minded person will do what he can to further the wise and benevolent schemes which may be put forward by the government.

There are, however, certain measures which the Government, just because it is a Government, must take at once before any good measure from relief operations. And it is precisely in this connection that there is great need of rousing public opinion, so that the Government may act speedily and firmly.

We refer to three outstanding evils, the first of which is *proletarianism*. The unfortunate dwellers in the worst of the famine areas have been compelled to part with their houses, clothing, furniture, household goods, so as to buy some kind of food to prevent life. This can scarcely be prevented or controlled. Buying and selling, if it can be dignified by such a name, has not been confined to portable goods; houses and lands have changed hands, for this is the golden opportunity for the profiteers. The rich have become richer by far through the grinding poverty of their starving neighbours. That is where the Government must interfere. It is a matter of duty, and not of such deeds of sale within the famine area, and postpone to the time after harvest, ratification of even such transactions may be demanded, and may stand the light of investigation. Orders to this effect can be transmitted to local officials within a few days and one of the most abject and dishonourable forms of profiteering be thus nipped in the bud. Unless some redress of this crying shame is forthcoming the aftermath of this disastrous year will be worse than even the famine itself.

Secondly there is *brigandage*, and this the Government must stop. If it has the will to do so. A swift and decisive punishment inflicted on these wretched evildoers in a few strategic centres will make even these bold warriors chary of leaving their haunts and turn them to less dishonourable and more healthy occupations. Public opinion is needed to create enough impetus to force the lethargy of Government action. It is for public-minded men and for the Press, to see to it that no further time is lost, otherwise relief measures in the most needy districts will be rendered impossible.

Then there is the question of *transportation*. Grain may be waiting, and indeed is waiting, for means of transport to the famine-stricken areas. But for such, rail, way cars are needed for the transfer apparently to and from troops, as if the military of North China had not already wrought enough havoc during this year. If soldiers are to be moved to the front, the political purpose of certain leaders, these same leaders should be made to feel the shame of their callous behaviour in the face of the starving millions by a rising tide of vigorous public opinion. Verily troops can wait for transport, but starving women and children should not be made to wait till there are sufficient

(Continued at foot of next column.)

GERMAN SCHEMES IN THE EAST.

THE TRADE WAR.

A BREACH OF THE TREATY.

The following article is reproduced from the N.C. Daily Press:

The post-war perfidy of the Germans has now become so much an accepted fact that to labour the point further seems more than useless. Yet, because it is of extreme importance to the allied community in the Far East, this opportunity is taken of exposing, another example of German chicanery which is depriving France rights under the Peace Treaty and is enabling the German to underbid the Allies in the Chinese markets for machinery.

It has been known for some time past that attempts have been made to sell machinery for coal mines in China, and we are now in a position to state that a contract for the supply of machinery necessary for the exploitation of a coal mine near Hangchow. A German engineer named Koerber is in charge of the work. One of the terms of the Treaty of Versailles was that Germany should supply machinery for the purpose of restoring to pre-war activity the mines of northern France, wantonly ruined during the German invasion. French engineers, in charge of this work have been held up for lack of machinery which Germany, by signing the treaty, bound herself to provide, and the explanation given of this failure is that the Germans are unable to manufacture it. At the same time their emissaries are telling the Chinese: "Order whatever you wish; we will supply you and at better terms than either the English or Americans can give you."

Activities of Herr Koerber. Inquiries which we have made enable us to state with considerable exactitude what machinery is being supplied to Chinese through the agency of Herr Koerber. As a preface is should be stated that Herr Koerber, a former pupil of a Hochschule in Berlin, was in the service of Siemens & Co. in Shanghai before the war, and has recently been nominated director-general of the same firm for the whole of China. Honorary secretary of the Club Concordia, he was, during the war, one of the most active German propaganda agents, and thanks to the influence of certain Chinese, he was not repatriated with his fellows.

In addition to his position with Siemens & Co., Herr Koerber is consulting engineer to a Chinese company, organized by Chen Lu Yung-hsiang for (1) the exploitation of coal mines at Hangchow (on which work has not yet been begun), mines which promise to give exceedingly good results; (2) the erection of furnaces for treating material obtained from the lower Yangtze region. With regard to the latter it will be remembered that the Nicolas Ten Engineering Works attempted this during the war, and since the purchase of the works by Cressons, new and larger furnaces were installed at Pootung. The activities of these, however, have been completely checked.

MACHINERY ON ITS WAY.

Herr Koerber, who is at present in Germany to negotiate the purchase of machinery for the Hangchow coal mines, and also for the Chinese Electric and Tramway Company, has already despatched a considerable quantity of material to Shanghai for the latter concern, and its early arrival is expected in Japanese ships. That an alarmist view is not being taken of Herr Koerber's activities in his native land the following details of his purchases will show. For the tramway company he has bought six tram-car chassis with electrical equipment from the firm of Bocker; two turbo-alternators of 3,000 kilowatts each, with accessories, from the Allgemeine Electricische Gesellschaft, (judging from experience, of late years at the Riverside Station the purchasers may not eventually be happy over their acquisition), high tension electric cables, transformers, etc. At the same time, we are informed, he has purchased in Germany, for the account of the ex-Minister of Finance, Chang Chien, for his factories at Tunchow, two electric turbines of 2,000 kilowatts each, transformers, cables, etc., other large quantities of electrical material, auto-buses and trucks, locomotives, etc.

The reasons for these orders being placed with Germans is easy of comprehension. For example, the tram-car chassis, which before the war cost £12,000 c.i.f. Shanghai, are now being sold at £12,500, whereas similar British, French or American products are quoted at from £10,000 to £11,000.

The whole question has two important aspects. Firstly, there is the evidence of a breach of the Peace Treaty and the withholding from France of material necessary to rehabilitate her mines—and this not because of inability to deliver, as is pleaded in Europe. Secondly, there is a serious attempt to undercut Allied merchants in China in a manner which cannot be successfully combated. It is difficult to see what remedy can be applied at this end, but it certainly seems that it is the duty of the Allies to enforce the terms of the Treaty, particularly in this case where Germany is confined herself to the customary practices of war, the French mines would not need restoration, before Germany is allowed to underbid the Allies. What exact legal term should be applied to what is exposed above is immaterial; the bare fact is that through Herr Koerber, Germany is selling material which rightly belongs to France.

pawns around these brave knights of Fuchuan. It is time to stop their play, and get them to work. If the soldiers are without their pay, why not let them become coolies again and work for their living with pick and spade so that some of these calamities may be made impossible for the future? Public opinion will have to be busy about many other matters crying for attention, but let us see to it that in addition to our own individual responsibility, the government is even now helped to go forward with the reforms referred to above. Think, act, and lead others to think and then act. This is our watchword to-day.

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Princes Building,
Hongkong, October 22nd, 1920. [1671]

ST. GEORGE'S SOCIETY OF HONGKONG.

ARMISTICE NIGHT (11th NOVEMBER, 1920).

IT is the intention of the ST. GEORGE'S SOCIETY OF HONGKONG to hold a **MORNING CONCERT** in the THEATRE ROYAL on **November 11th, at 9.15 P.M.**

Circulars in connection therewith are being posted to each Member and any Member not receiving same by October 24th, is requested to communicate with the Honorary Secretary. The Honorary Secretary will also be glad to receive the names of any Englishmen resident in the Colony who desire to join the Society. Communications should be addressed—

THE HON. SECRETARY,
ST. GEORGE'S SOCIETY,
c/o Messrs. GILMAN & CO., Ltd.
[1666]

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of ROBERT OLIPHANT HURCHISON, M.B.E., late of His Majesty's Civil Service, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 52 of the Probates Ordinance 1897 (No. 2, of 1897), made an order limiting the time for sending in claims to or against the above Estate to the 7th day of November, 1920.

Creditors and claimants are hereby requested to send their claims to the undersigned by the above date.

Dated this 21st day of October, 1920.
T. W. HILL,
c/o Messrs. BRADLEY & CO., Hongkong, Administrators. [1667]

G. R.

GOVERNMENT BILLS, ETC.

TENDERS FOR SPECIFIC MEXICAN DOLLARS, current in this Colony, for Telegraphic Transfer, on the London (Commissioners of His Majesty's Treasury, London, up to and for the sum of £100,000, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 o'clock A.M. on October 23rd, 1920.

The tenders to state the total amount in Pounds Sterling, 2s. 6d. Telegraphic Transfer will be made for less than £100.

The tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the tenders is reserved.

Copies of Forms of Tender can be had on application.

Persons tendering for (Bills) are hereby notified that having regard to the provisions of the Act 32 George III, Cap. 45 and 41, George III, Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills).

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."

A. DELACOMBE, Lt.-Col.,
Treasury Chest Officer, A.P.D.
His Majesty's Treasury Office,
Hongkong, October 23rd, 1920. [1668]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"ELPENOR"

are hereby notified that the Cargo will be discharged into Halls' Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 22nd October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 12th October will be subject to rent.

All claims against the steamer must be presented to the under-igned on or before the 11th Nov., or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents,
Hongkong, October 22nd, 1920. [1669]

FOR SALE.

TWO LANCASHIRE BOILERS, length 23 feet, diameter 8 feet, diameter of furnaces (two) 3 feet. Working pressure 100 lbs. per sq. inch. Constructed by Messrs. LINDSAY, BURNER & CO., Govan, Glasgow. In good order and condition. Complete set of fittings with each boiler.

Apply—**BUTTERFIELD & SWIRE,**
Hongkong. [1674]

INTIMATIONS

KOWLOON CRICKET CLUB.

A THIRTY "A" HON. will be held on **SATURDAY, OCTOBER 23RD, at 3 P.M.** Spoken competitions and presentation of prizes.
H. L. STYVENS,
Hon. Secretary.
Kowloon, October 19th, 1920. [1645]

ROYAL HONGKONG YACHT CLUB.

NOTICE TO YACHT-OWNERS.

YACHT-OWNERS are requested to submit the Names of their Yachts to the undersigned for the purpose of registration and classification not later than **OCTOBER 31st.**

D. E. BLAIR,
Lowry Burgess & Matthews,
Hongkong, October 20th, 1920. [1658]

HONGKONG AND SOUTH CHINA WAR SAVINGS ASSOCIATION.

THE CERTIFICATE dated 15th January 1919, for Straits \$1,738.81 (Straits Dollars One Thousand Seven Hundred and Thirty-eight, and cents Eighty-one), invested in War Loans Investment Trust of Malaysia limited in the name of Mr. T. S. SHAW has been LOST, and if at the expiration of one month from date hereof the above Document be not forthcoming, the said Certificate will be deemed cancelled and of no effect.

UNION INSURANCE SOCIETY OF CANTON, LTD.

Honorary Secretaries and Treasurers—
C. MONTAGUE BIRD,
General Manager.
Hongkong, October 13th, 1920. [1652]

NOTICE.

THE PUBLIC are hereby WARNED against negotiating or in any manner having dealings in the undermentioned scrip for SHARES in the under-noted Companies, the Securities of which have been notified against certain irregularities that have arisen in connection therewith.

The said Shares are the property of the undersigned and any person or persons having come into possession thereof are requested to communicate with him forthwith.

Particulars and Numbers of HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY SHARES stolen—

Script No. 100000, Holder's Name: 7017, 80 23031/23050 O. P. Chatter 7590, 50 37034/37133 M. S. Sassoon 8538, 100 42869/42888 Li Chok Yuen 5910, 20 1251/75, 18356/59 S. Fenwick 5911, 20 59038/117 H. H. Fenwick 7764, 9 64767/765 S. Fenwick 8411, 5 71841/845 E. Mitchell 8505, 15 44670/894 Mrs. E. C. Champarnown 7789, 4 60739/60742 P. S. H. Hodge & A. F. Harris

7755, 9 64768/774 H. H. Fenwick
H. K. & WHAMPOA CO. 100 SHARES.
Script No. 7425, Le Koon Hang, 9003/27, 5801/25, 37583/7, 32867/81, 26995/37018, 40713/717.

(Signed) **FRED ELLIS,**
c/o FRED ELLIS & CO.,
Hongkong, September 25th, 1920. [1659]

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on **MONDAY, the 25th day of October, 1920, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND** above Bowen Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.	Contents.	Approx. Area.	Approx. Price.
10000	At the intersection of the road leading to the Godown and the road leading to the Godown.	As per plan.	about 14,000	100	10,000

G. R.

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No. of Lot.	Locality.	Boundary Measurements.	Contents.	Approx. Area.	Approx. Price.
10000	At the intersection of the road leading to the Godown and the road leading to the Godown.	As per plan.	about 14,000	100	10,000

FOR SALE.

66 BIOTON (127, Peak) Plantation Road with Tennis Court. Total area 54,000 sq. ft. Greater part level ground available for additional building without encroaching on tennis court. Possession of land can be had immediately, house next spring.

Apply—**JOHNSON, STOKES & MASTER,**
Princes Building.
[1656]

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of **\$1.00 FOR THREE INSERTIONS** if they do not exceed 35 words in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under the head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for—

Burns P., Q., AD., AP., AW., BG., BH.

WANTED—Bona fide propositions by Two Young Women capable taking charge Correspondence and Office detail. Best references. Stenographic and Secretarial qualifications. Initiative, judgment, and reliability. Address **FRANCES RITCHIE**, care American National Bank, San Francisco, Cal. 73

WANTED—A CORRESPONDENCE CLERK. Perfect knowledge of English. Essential. Reply to Box BG, Daily Press Office. 74

WANTED—Position by a YOUNG MAN with good knowledge of English holds matriculation certificate, and has had business training. Apply to Box B4, Daily Press Office. 76

NEW 6% FRENCH GOVERNMENT LOAN.

IN BONDS of Frs. 100 each issued at par. Interest payable twice yearly, on June 16th and December 16th.

First coupon due on June 16th, 1921. Applications will be received from October 20th, up to November 25th by the—

RUSSO-ASIATIC BANK,
R. RODGERS,
Manager.
Hongkong, October 16th, 1920. [1636]

NEW FRENCH GOVERNMENT LOAN 6%.

Not Redeemable.
PRICE OF ISSUE 100 FRANCS.

INTEREST payable twice a year on 16th June and 16th December; first semi-annual interest to be paid on 16th June, 1921.

Applications will be received by the **BANQUE DE L'INDO-CHINE** from the 20th October, up to the 25th November next.

BANQUE DE L'INDO-CHINE,
L. BERINDOAGUE,
Manager.
Hongkong, October 14th, 1920. [1623]

BANQUE INDUSTRIELLE DE CHINE (A FRENCH BANK).

CAPITAL PAID-UP AND SURPLUS
Fr. 105,000,000.00

The organization of the Bank enables it to open **CURRENT ACCOUNTS** and to accept **FIXED DEPOSITS** in local currency and **ANY FOREIGN CURRENCY.**

These accounts and deposits may be converted **AT ANY TIME** without **ANY CHARGE** in **ANY OTHER CURRENCY.**

Apply for terms and particulars—
HONGKONG BRANCH,
Queen's Building, 5, Chater Rd. [1648]

ST. JOHN'S CATHEDRAL.

MONDAY, Oct. 25th.

9.15 P.M.

ORGAN RECITAL.

Vocalist—
Mrs. BELL.

TO LET.

FROM 1st November, No. 79, Wyndham Street, TWO STORED HOUSE, with out-house and with Godown in basement. Apply to—

PATELL & CO., above WYNDHAM. [1654]

FOR SALE.

DODGE MOTOR CAR 5 Seater in first class order. Price, \$1,200. Apply—
G. H. WILSON,
14, Bonfield Arcade. [1647]

INTIMATION

IDEAL BEVERAGES

Watson's DRY GINGER ALE

There is something quite unique about its "dryness." Most refreshing and invigorating.

Watson's PYERIS

Sparkling Mineral Table Water. Healthful and refreshing. Blends excellently with Whisky.

Watson's FORMAZONE

Refreshing, invigorating and stimulating. The temperance Champagne.

An ideal beverage for tennis parties.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

TELEPHONE 438. [11]

MARRIAGES.

MARSHALL-GRAMSHAW—At St. John's Church, Hongkong, on Thursday, October 14th, 1920, by the Rev. E. Walker, **WALTER BASIL**, youngest son of the late Dr. W. J. Marshall, and of Mrs. Marshall, of Greenock, Scotland, to **ANNE EULALIE**, youngest daughter of the late Dr. Henry Gramshaw, and of Mrs. Gramshaw, of Kew, England. [1670]

MOVSELEY-HUNT—On the 18th instant, at St. Andrew's Church, Kowloon, by the Rev. G. R. Lindsay, Harold Thomas, second son of Mr. George MOVSELEY, of Leamington Spa, Warwickshire, to **EDITH MAY**, eldest daughter of Mr. JAMES HENRY HUNT, also of Leamington Spa, Warwickshire, England. (Home papers please copy). [1663]

HONGKONG OFFICE: 10A, DES VOGES RD.
LONDON OFFICE: 131, FLEET STREET, E.

The Daily Press.

HONGKONG, OCTOBER 23RD 1920

A "JUDICIAL" OUTRAGE.

We can well recall the serious misgivings which most foreign residents in Japan expressed when the Powers agreed to relinquish extraterritorial jurisdiction in Japan, now more than twenty years ago. If those misgivings could have been supported by such a concrete example of outrage in the guise of "judicial" administration as is afforded now by the SHAW case, which has engaged so much public attention in the last three months, it is fairly safe to assume that the abolition of extra-territorial jurisdiction in Japan would have been postponed to a later date. Mr. SHAW, a British merchant who has long resided at Antung, a treaty port of China, where he acted as agent for the firm of Messrs. BUTTERFIELD and SWIRE, was arrested by the Japanese authorities on July 11th last, nominally on the ground that he was travelling without a passport, and he has been languishing in a jail ever since. Mr. SHAW was at first confined in what has been described as "a small filthy cell, in the dirty village of Shingishu," where "he was annoyed by mosquitoes, flies, etc., and not permitted the use of a fly-catcher for which he applied." Mr. SHAW endured this torture from heat and mosquitoes for three weeks, and was then removed to "new quarters" in Seoul where it was understood he was to take his trial. There is still no news of a date for the trial or even of the definite charge on which he is to be tried.

A coroner's enquiry was held, yesterday afternoon, into the circumstances surrounding the death of two Chinese who were killed by asphyxiation in a sewer at Soy Street, Yau-mat, on October 14th. After hearing the evidence a verdict of "accidental death" was returned.

It was very soon revealed in an informal way that Mr. SHAW had been kidnapped for a very different reason than that he was travelling without a passport. Incidentally it might be mentioned that he had gone into Korea to meet his wife who was travelling back to Antung from Japan. Mr. SHAW was well-known to the Japanese officials, and had they really been so concerned about a foreigner travelling in Korea without a passport they could, and doubtless would, have turned him back as he entered Korea and not have permitted him to travel, as he did, many miles down the railway line. The purpose for which they wanted Mr. SHAW has since been made clear in semi-official and even official statements, and in the columns of the Japanese Press. A statement furnished to the Press by the Japanese Foreign Office said: "As a result of his examination (at the police station when found without a passport) Mr. SHAW was suspected on many evidences of 'aiding outlawed Koreans.' The Chief of Police, therefore, decided to detain him for fourteen days. On further examination it became plain that Mr. SHAW sympathized with the Korean independence agitation and had aided conspiracy for that end." Whatever amount of truth there may be in these statements, a point to be noted is that in none of the statements we have seen has it been alleged that any of these offences in the eyes of the Japanese were committed on Korean territory. All the allegations clearly refer to something done beyond the territory over which Japan has jurisdiction, and the important question arises as to what right the Japanese authorities have to keep under arrest a foreign subject for acts done in foreign territory. It has been contended that it is a well-established principle of international law that "a State cannot punish an offence against its municipal laws committed within the territory of another State, unless by its own citizens." If that be so the Japanese authorities had no legal right whatever to detain Mr. SHAW in prison on the grounds on which they have apparently been holding him for the past three months.

Answering a series of questions on the case in the British House of Commons, two months ago, Mr. HAMESWORTH, Under Secretary of State for Foreign Affairs, said among things: "There is no evidence to show that the Japanese Consul General had assumed that a British subject in Chinese territory was not free to afford means of escape from Korea or asylum in Antung to Koreans fleeing from political persecution; that inquiries were being made as to the report that an attempt had been made by armed Japanese police to search a British ship and to search a British subject's house in Chinese territory; that there is no violation of a neighbouring State's rights in giving asylum to political agitators." We observe that the N.C. Daily News has learnt privately that there was at first some doubt as to the law on the subject. "Apparently Japanese and Continental law allow of a foreigner charged with political offences being arrested and tried wherever caught, while British and American law is that he must be handed over to his own nationals." Subsequently the British Law Officers advised that a demand must be made for Mr. SHAW's surrender." In this case the centre of operations is transferred to the British Embassy in Tokyo, and as our Shanghai contemporary says, British residents in the Far East would be interested to know what has been and is being done to help Mr. SHAW. Two months ago the British Under Secretary of State for Foreign Affairs said the British Ambassador at Tokyo had reported to the Government that "the best legal assistance was being obtained for Mr. SHAW." And yet there is no word that he has been brought to trial, or that a formal demand has been made by the Legation for his surrender. We wonder what would be said by the Japanese Government if a Japanese subject were treated in this outrageous manner in England, America or any other foreign country? The case is a discredit to the judicial administration of Japan; and certainly a notable illustration of that "obstructive and arrogant" attitude on the part of Japanese officials towards British subjects, against which the British Chamber of Commerce at Shanghai has vigorously protested in a letter to H.M. Charge d'Affaires at Peking, and invited all other associations of British merchants to protest also.

One case of paratyphoid fever was reported in the Colony on Thursday. The Canton Times learns that Mr. Yung-bison does not intend to leave Canton unless he is permitted to leave as a full Tuckan, with all the honour and pomp, and not as an undesirable stripped of all power and rank.

The St. George's Society of Hongkong intend to celebrate Armistice night, November 11th, by a Smoking Concert at the Theatre Royal. An announcement on the subject appears among today's advertisements.

Mr. F. W. Maze, who has handed over charge of the Chinese Customs in Tientsin to Mr. C. N. Howell is proceeding home on furlough via Vancouver, where he expects to meet Mrs. Maze who left for Australia last spring.

It is reported in the Japan papers that it is the intention of the Government to abolish shipping subsidies for the well-established lines, which no longer need them, and, instead, assist the shipping companies in opening new lines.

Steamship fares are still on the upward trend. We learn that the fares by the P. & O. Company have just been increased again by about 15 per cent. A first-class fare from Hongkong to London by the "A" class steamers is now £146, and by the "B" class £140 (return fares £292 and £280 respectively). Second class fares are £104 A class, and £100 B class (return fares £208 and £200 respectively).

The Bishop of Victoria, Hongkong (Dr. Duppuy), appealing for help for the China Mission, mentions, as a significant proof of the readiness of China to consider the Christian message, that the Chinese Minister in London invited all the Bishops from China who were present at the Lambeth conference, together with the Archbishop of Canterbury and the Bishops of London and Exeter, to lunch at the Chinese Legation.

H.E. Major-General Dudley Rideout, K.B.E., C.B., C.M.G., will be relinquishing the command of the Troops, Straits Settlements, in the course of a few weeks and will be leaving for home. The Straits Times understands that his successor will be Major-General Sir John Sharman Fowler, K.C.M.G., C.B., D.S.O., R.E., Director of Army Signals, G. H. 2, France. He is an officer who won fame by his bravery at Gilgit in India in the early '90's. He was born in 1864 and was educated at Cheltenham College. He obtained a commission in the Royal Engineers in 1886 and afterwards saw service with the Indian Expedition, at Chitral, on the north-west frontier of India, with the Tirah expedition, in South Africa and in the European war. He has been frequently mentioned in despatches and has numerous decorations.

The first meeting of the 1920 Bazaar Committee of the Society of St. Vincent de Paul was held on Thursday evening. It was decided to hold the 1920 Bazaar on the 31st December, and the preliminary arrangements are being taken in hand at once. The Committee have a large responsibility placed on their shoulders. The expenditure of the Society on relief to the poor and on the education of the children of the poor now amounts to considerably over \$1,000 a month. A report will shortly be issued on the work of the Society during the present year, and it is hoped that, with this account of the year's valuable but unostentatious work of the Society before them, the generous public of Hongkong will again extend to the 1920 Bazaar that whole-hearted support which resulted in last year's Bazaar being such a splendid success and enabled the Society to considerably extend the scope of its activities among Hongkong's poor.

An article in last night's China Mail on the subject of the dispute between the China Coast-Guilds and the shipping companies contained the following statement: "It appears that three of the local papers asked for a considered reply by the Guilds. The China Mail, after thinking the matter well over, put aside its natural desire for 'copy,' and strongly advised that there be no such reply, and we are glad to say that the officials at Shanghai, as well as Mr. Stokes locally, have come to the same conclusion." This puts a wrong and entirely mischievous construction on the matter as far as the Hongkong Daily Press is concerned. Mr. Stokes called upon the Editor to explain his own, or his Guild's, opinion on the recent speech delivered by the Chairman of the Indo-China Steam Navigation Company, and it was politely suggested to him that it would be better if these views came as a considered reply from the Guilds. This suggestion was prompted by no "natural desire for copy," but because we did not see our way to give publicity to them in any other form.

IRISH REPRISALS: LABOUR VOTE OF CENSURE REJECTED.

MINERS STRIKE: NO PROSPECT OF COMPROMISE.

VILNA EPISODE: POLAND'S VEILED THREAT.

MARLBOROUGH CABLES

(THROUGH ROUTE'S AGENTS.)

THE COAL STRIKE: HOPES OF COMPROMISE SHATTERED.

DISCUSSION IN PARLIAMENT.

LONDON, October 19th.

In the House of Commons, in the miners' strike debate, Mr. Bruce emphasised that the miners would not accept an industrial tribunal and they rejected the datum line proposal because it was an unsound principle that wages should depend on output whilst the coal-owners controlled production, also because they feared that over-production would mean unemployment. He urged an immediate attempt at a settlement. He believed there would be an opportunity for a settlement during the next day or two, but if the opportunity were lost a settlement would be much more difficult. He admitted that the Government could defeat the miners, but this would destroy the hope of increased production. Mr. Bruce proposed that a National Wages Board for the future regulation of mining wages should be established before December 31st. A joint committee of coal-owners, miners and representatives of the Mines Department should determine the proportionate share which the coal-owners, the workmen and the State should draw from the mining profits pool. The old price lists of mines, which had not been altered for years, must be replaced by a 1921 list, and, pending the settlement of a permanent scheme for the national regulation of wages, a 2½% increase should be paid now but should be reviewed in the light of the financial result of the operation of the scheme at the end of this year.

Mr. Thomas urged the Government to explore Mr. Bruce's proposals. He mentioned that the Railway Delegates' Conference recently rejected a decision to strike by a single vote, but the feeling of comradeship might lead to a different result on the same delegates meeting again.

Sir Henry Norman, from the coal-owners' standpoint, but speaking unofficially, also regarded Mr. Bruce's proposals as of the greatest importance.

Mr. Lloyd George, after referring to the gratifying spirit of calmness displayed during the debate, considered that Mr. Bruce's proposals were somewhat obscure. He considered that no scheme of remuneration was likely to produce the necessary results unless the reward bore relation to increased output. He described the present system of calculating wages as bad. Hitherto, increased wages had resulted in decreased output. He condemned the idea suggested by Mr. Bruce that the 2½% demand, which was equivalent to half a sovereign weekly, was more due to the balance and proceeded to show the weak points in Mr. Bruce's proposals, the acceptance of which would lead to a mere postponement of the strike for three months. Mr. Lloyd George said the coming increase of world output in coal would probably lead to a reduction of the present price. Referring to the talk of allowing the mines to be flooded, he said that meant that they would be destroyed for evermore, for they would not be worth the capital while to spend money to re-open them. The Government must do its best to prevent their destruction. He emphasised the Government's desire to examine any further proposals by the Miners' Executive, and finally appealed to Parliament and the country to trust the Government in respect of any discussions. He deprecated the idea of being rushed into a settlement, and concluded by saying that a settlement, involving the granting of what the Government considered an unjustifiable demand, without adequate guarantees for an increase, would be a fatal error, which in the long run would damage the mining as well as every other community.

Replying to a suggestion by Mr. Adamson for a meeting of the miners and coal-owners to explore Mr. Bruce's proposals, or others, Mr. Lloyd George said if the miners were prepared to explore the basis of the Government's general principles, that any increase must have reference to greater production, he would be delighted to meet them.

The motion for adjournment, on which Sir Robert Horne made his speech, lapsed by time-limit, and the House rose.

GOVERNMENT'S FIRM ATTITUDE.

LONDON, October 20th.

Labour circles were very hopeful that Mr. William Bruce's suggestions in the House of Commons for a debate might pave the way to an early re-opening of the negotiations between the Government and miners with the prospect of a compromise. These hopes, however, were dashed to the ground on hearing the Prime Minister's speech in which it was seen that the Government was adhering rigidly to the condition that the wages' increase must be based on increased output.

Mr. Lloyd George's statement was evidently the considered opinion of the Ministers, for after Mr. Bruce's speech, a Cabinet Council was held. The Secretary of the Miners' Federation said that the Premier's speech could in nowise be regarded as a contribution towards a settlement.

ANOTHER ONE LOOMING UP.

LONDON, October 19th.

Another great strike, affecting 180,000 commercial and road-transport workers is looming up in consequence of the employers' refusal to negotiate upon a claim for a minimum wage of 87s. per week. The men have been warned to prepare to take immediate drastic action, and organise strike committees. The question of the date of expiration of strike notices will be decided at the conference to-morrow.

ATTITUDE OF RAILWAYMEN.

LONDON, October 20th.

Public attention to-day is focused on a meeting of the railwaymen's delegates to determine the railwaymen's attitude on the coal strike. It will comprise sixty delegates, representing various grades, and, according to the constitution, the danger lies in the fact that a bare majority can commit 600,000 railway workers, without a ballot, to a sympathetic strike.

Simultaneously, the gravity of the situation affecting the road transport workers is evidenced in the Executive's warning that "there is no alternative course open but to fight."

A drastic curtailment of trains and boats has begun, involving the services to Ireland, the Channel Isles and France; also a number of cross-country express trains are being suspended.

As regards the House of Commons debate, the *Daily Telegraph* declares that while a definite conclusion was not reached the whole tone was a hopeful augury for an early improvement of the situation.

STRIKING MINERS RIOT.

LONDON, October 20th.

Striking miners at Tonypanny have created disturbances for the past two nights. Last evening 500 took part in a riot in the town square, sang the "Red Flag" and hurled stones. They were ultimately dispersed by a police baton charge. Four policemen were slightly injured.

EFFECT ON SHIPPING CLEARANCES.

LONDON, October 20th.

In the House of Commons, replying to a question in regard to the restrictions on ships sailing from the United Kingdom, owing to the coal strike, Colonel Leslie Wilson stated that no ships which have bunkered will be refused clearance, except those with coal in their holds which will not be given clearance pending a decision in regard to the best use to which the coal could be put.

MINERS SCORE A POINT.

LONDON, October 20th.

Probably the outstanding point in last night's coal debate in the House of Commons was the miners' spokesmen's criticism of the Government's contention that an increase of wages must be contingent upon increased output. The miners showed that the proposal put the responsibility upon the miners without giving any guarantee that their efforts will not be nullified by agencies beyond their control.

The Times considers that the Government have consequently suffered heavily.

IRISH REPRISALS: DEBATE IN PARLIAMENT.

LONDON, October 20th.

Irish reprisals will be debated in the House of Commons to-day, and in this connection an urgent Government whip has been issued. The feeling is uppermost among many well-informed circles that the situation in Ireland has improved since August. The prominent rebels are now known, and the Government's position has been considerably strengthened by the possession of much valuable information. The police forces are now stronger than they have ever been. The Sinn Féin leader, Mr. William Bruce, has been arrested, and a captured document reveals Sinn Féin plans to carry the campaign of murders and outrages to England, establishing for this purpose a special gang.

MR. ARTHUR HENDERSON'S VOTE OF CENSURE.

LONDON.

The House of Commons was crowded when the Labour leader Mr. Arthur Henderson moved a joint Labour and Independent Liberal vote of censure against the Government for its administration of Ireland, and demanded an investigation into the reprisals by the forces of the Crown. Mr. Henderson, in his speech, declared that a military terrorism had been inaugurated in Ireland which was totally opposed to the best traditions of the British people. He cited instances of reprisals, and agreed that there had been a great provocation, which the Labour Party condemned, but there was also provocation in the repressive policy of the Government.

Sir Hamar Greenwood, replying, said that the information regarding most cases of reprisals came from the headquarters of the Republican Army. He defended the Government forces, and declared that the discipline of the army in Ireland was unequalled by the army in any country, but he admitted that there had been cases of reprisals after the brutal murder of policemen in which he was convinced that the villagers against whom reprisals were carried out were implicated. He mentioned the Balbriggan incident, which he deplored, because it meant a break in the splendid discipline of the police, but it was absurd to compare the case with the destruction of a Belgian town.

Sir Hamar Greenwood declared that the Government was breaking down the campaign of terrorism and murder which was intended to smash the British Empire, and he forewarned the end of the rule of assassins at no distant date.

MR. ASQUITH'S PROTEST.

Mr. Asquith agreed that the police and the military when hit were entitled to hit back again to defend themselves within every legitimate boundary, but the enquiry demanded by Mr. Henderson was because there was *prima facie* evidence that the limit was exceeded.

MR. BONAR LAW'S DEFENCE.

Mr. Bonar Law dwelt that the property destroyed by terrorists scores of times was greater than that involved in the reprisals. "The Government did not intend that the forces on which we depended for the security of life and property in Ireland to entertain a doubt that it was not backing them."

Mr. Bonar Law pointed out that the number of reprisals had greatly diminished since the issue of orders condemning them. "The Government would have an inquiry conducted fairly by people realising the responsibilities and dangers of the position, not by possible enemies."

The Commons rejected Mr. Arthur Henderson's motion of censure by 248 votes against 79.

FURTHER DETAILS OF THE DEBATE.

LONDON, October 20th.

In the debate on Irish reprisals in the House of Commons, Sir Hamar Greenwood described Sinn Féin as a deliberate, organised, and highly-paid conspiracy to smash the British Empire. Referring to the statements of Mr. Arthur Henderson in regard to reprisals, Sir Hamar Greenwood said that these came from the headquarters of the Irish Republican Army. It was a highly organised propaganda department connected with the Irish republican movement. "Not only in Great Britain but especially in the United States and certain countries in Europe, this department did its utmost, regardless of facts, to smear the name of Britain. The majority of the British papers declined to receive this information, but some British papers and politicians (cheers) accepted it. Sir Hamar Greenwood mentioned that Sir Robert Horne were now being recruited for the Royal Irish Constabulary at the rate of over three hundred weekly, and protested against the suggestion that these forces of yesterday will become the murderers of to-day."

SIR HAMAR GREENWOOD DECLARED THAT THE DISCIPLINE OF THE ARMY IN IRELAND WAS UNEQUALLED ANYWHERE (CHEERS). HE POINTED OUT THAT THE MURDERS OF THE POLICE AND THE MILITARY WERE PRACTICALLY CONFINED TO COUNTRIES LIKE CORK AND LIMERICK AND DUBLIN CITY. THE GOVERNMENT'S POLICY WAS BASED ON THE BELIEF THAT THE VAST MAJORITY OF IRISHMEN HAD CONDEMNED MURDER AND OUTRAGES. SUPPORTING HIS CONTENTION THAT THE REPRISALS WERE MADE UNDER GREAT PROVOCATION AND AGAINST THE PEOPLE WHO SYMPATHISED WITH OR ASSISTED THE MURDERERS, SIR HAMAR GREENWOOD GAVE AS AN INSTANCE THE MURDER OF FIVE POLICEMEN IN WEST CLARE IN WHICH FOUR WERE KILLED BY EXPANDING BULLETS AND THE FIFTH WAS BLOWN TO PIECES BY SHOT-GUNS WHEN BADLY WOUNDED. HE WAS CONVINCED THAT THE VILLAGERS WHOSE HOUSES WERE SUBSEQUENTLY WRECKED BY THE POLICE AND SOLDIERS WERE AWARE OF THE ANNUAL ROMAN CATHOLIC CHURCH WAS ADULTERATED IMPOTENT TO BREAK DOWN TERRORISM; ONLY BRITISH FORCES COULD DO SO. THE CAMPAIGN OF BOYCOTT WAS ALSO BREAKING DOWN. HE DEPICTED THE AGONY OF THE POLICE AND THE MILITARY DURING THE PAST TWO YEARS. HE CONTENTED THAT SUCH CONDITIONS WOULD REPRISALS MORE EASILY UNDERSTANDABLE. HE STATED THAT AMERICA WAS NOT WELCOMING IRISH EMIGRANTS AS IT HAD DONE SO FAR, OWING TO HAVING NO DESIRE TO SWELL THE TOTAL OF THE DISTURBING ELEMENTS. HE STATED THAT THE WHOLE OF IRELAND, INCLUDING ULSTER, WILL BE SEARCHED FOR ARMS.

Mr. Asquith denounced the Balbriggan murders as a foul crime calculated to excite legitimate indignation of the comrades of those murdered.

Mr. Bonar Law protested against those entrusted with the protection of life and property in Ireland being liable to have every act they did submitted to an unfair tribunal. He declared, amid cheers and counter-cries of the Asquithian party, that that advocated surrender to crime. The Government contended that no peace in the world was ever thus attained, and was determined to give nothing as a concession to murderers.

BOMBAY'S STRIKES.

STREETS DARK, TRAMWAY AND POSTAL SERVICES DISLOCATED.

BOMBAY, October 19th.

The strike situation is unchanged. The Telegraph Office has now got sufficient recruits to relieve the Boy Scouts and the Girl Guides. The Government of India has sanctioned an increased allowance of seven rupees a month, but the strikers have not returned.

Mr. Baptist, a leader of the postal strikers, has threatened to bring out postal employees in other centres in India unless the authorities discontinue with the services of recruits and accept arbitration by October 21st.

The tramway employees are still on strike. A partial service of tramway is running. There is no sign of the settlement of the gas strike. The streets are still dark.

VILNA EPISODE.

POLAND'S VEILED THREAT.

LONDON, October 20th.

It is understood that Poland has replied courteously to the Anglo-French Note, but forebodes that there will be no renunciation of Vilna, and declares that if the British and the French enforce the Lithuanian possession of Vilna, the decision would create further conflicts and uprisings in the Polish army.

BIRD HUNTERS EATEN BY NATIVES IN DUTCH NEW GUINEA.

A Brisbane message of October 2nd says that some whites and natives hunting birds of paradise in Dutch New Guinea are believed to have been eaten by the natives of the Fly River. A search party of sixteen Chinese hunters reports that it found blood-stained boots, clothes, a human jaw-bone and silver-filled teeth in a village the inhabitants of which had fled.

SITUATION IN MESOPOTAMIA MAIN PHASE OF OPERATIONS COMPLETED.

LONDON, October 20th.

The War Office announces that the relief of the Garrison of Samawah and Kufa has brought to a close the first and the main phase of the operations in Mesopotamia.

Our total casualties from June 1st to October 1st amounted to 416 dead; 1,119 wounded; 169 prisoners; and 473 missing.

DISAGREEMENT WITH LABOUR EXTREMISTS THE FIRST TITLED LABOUR M.P. RESIGNS SEAT.

LONDON, October 20th.

Disagreeing with the policy of the Labour Extremists, Brigadier General Sir Owen Thomas, the first titled Labour M.P., has resigned his seat (Angley).

WORK FOR THE UNEMPLOYED EXPENDITURE TO INVOLVE £10,000,000.

LONDON, October 20th.

Plans for the making of new main roads in London in connection with the relief of unemployment involve the expenditure of £10,000,000. The plans provide for a new road from London to Cambridge; also a number of main traffic arteries through Middlesex and Essex. The scheme will open up many inaccessible areas, and will involve the demolition of houses. It will greatly enhance the property value of many districts.

GERMAN STEAMERS FOR SALE.

OUT OF 133 SOLD.

LONDON, October 19th.

Out of the 133 ex-German steamers offered for sale by Lord Inchcape, 48 of a tonnage of 247,000 have been sold for a total of £4,787,000.

U.S. PRESIDENTIAL CAMPAIGN SENATOR HARDING'S REPLY TO PRESIDENT WILSON.

MARION (OHIO), October 19th.

Replying to President Wilson's letter, Senator Harding has written to White House declaring that his speech at Indianapolis only suggested that there had come to him those who spoke a sentiment which they represented to be very manifest among the French people. The speech could not be construed as saying that the French Government had sent anybody to him.

PASSPORTS REGULATIONS. RECOMMENDATIONS OF LEAGUE OF NATION'S COMMITTEE.

PARIS, October 19th.

A Havas message says:—The Committee on Passports and Customs, appointed by the League of Nations, has made several recommendations tending to facilitate international traffic of travellers and goods through simplifying the visas formalities and co-ordinating Customs regulations.

FAR EASTERN CABLE NEWS.

(THROUGH ROUTE'S AGENTS.)

CHINESE STUDENTS IN FRANCE.

PARIS, October 19th.

A Havas message says:—The steamer *Andre Lebon*, from Yokohama, has arrived at Marseilles with over a hundred Chinese students who are to be distributed among the various French colleges to study French language, civilisation and commercial methods.

"TRAINED" MEN-T.F.

The following extract from Army Council Instruction No. 636 of 1920, is published in the Routine Orders by Major-General F. Christie, C.B., Commanding the Forces in China, for information, and is held to be also applicable to men joining the Hongkong Volunteer Corps on or before December 31st, 1920:—

Territorial Force Instruction No. XXX. Definition of trained men. The following men will be regarded as trained men:—

Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before December 31st, 1920.

PORTRAITS OF JAPAN'S RULERS.

CANADIAN ARTIST GIVEN ONE LOOK.

Painting the portraits of the Emperor and the Empress of Japan is not the simple matter (if simple it is) of having the subjects come for sittings and paint the portraits. The eminent Canadian portrait painter, Mr. John W. L. Forster, has told a representative of *The Japan Advertiser* how he had solemnly been permitted by the Imperial Household to obtain one look at the Japanese rulers before he began painting their portraits to be presented to Their Majesties by the delegates to the World School Convention.

Permission was granted by the Imperial Household to the Executive Committee of the convention to have the paintings done, the first time, Mr. Forster thinks, that permission has been granted for portraits of them to be made by an Occidental artist. Then arrangements were made by the Imperial Household, through the officials of Ueno Station, for the portrait painter to occupy an advantageous position when the Emperor and Empress returned to Tokyo from Nikko recently. He was very close to them and could get a clear view as they passed from the imperial train to the waiting carriage. He could not be seen by Their Majesties.

From the mental notes taken at that time and from photographs and articles worn by Their Majesties, gold ornaments, medals and other details of dress and decoration worn by Their Majesties were brought to the painter's studio in the Imperial Hotel to assist him in his work.

"I was also greatly assisted by the charming courtesy of the ladies in waiting and the gentlemen of the court," Mr. Forster said. "They showed the utmost sympathy and helpfulness in the way of criticism and suggestion. They repeatedly came to my studio to see how the work was progressing and to make helpful suggestions."

Mr. Forster ventured the opinion that the paintings presented to the Imperial Majesties by the Sunday school delegates were the first oil paintings to be placed in the Emperor's Castle, and were the first authorized paintings of the present Emperor and Empress.

CORRESPONDENCE. THE CHINA COAST SHIPPING GUILDS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—As the local press has suggested the desirability of a considered statement by the Guilds in reply to that of the Hon. Mr. Johnston, I am instructed to state that it is thought that no statement can serve any useful purpose so long as the Agreement of May, 1916, is denied validity.

It is merely necessary to point out that it was entered into in perfectly good faith by the Guilds in the belief that it was entered into by the Indo-China S.N. Co. and the China Navigation Co. in the same spirit, for the purpose of discussing and arranging differences that might arise in the future. I am, Dear Sir, your faithful ally.

FOR THE CHINA COAST OFFICERS' GUILD AND THE MARINE ENGINEERS' GUILD OF CHINA,
W. J. STOKES,
Branch Secretary, M.E.G.C.,
Hongkong, October 21st, 1920.

HONGKONG BOY SCOUTS' ASSOCIATION.

The Hongkong Boy Scouts' Association desires to thank the following gentlemen who have so generously promised donations and subscriptions (annual) to the Association. Others who are desirous of assisting are invited to communicate with Mr. A. O. Brown, Hon. Secretary, whose address is Victoria British School or Education Department.

Funds are needed to provide camp equipment and to construct a suitable headquarters.

Donor

Donor	Subscription
H.E. Sir R. E. Stubbs	100
Hon. Mr. J. Johnston	200
Hon. Mr. P. H. Holyoake	100
Hon. Mr. E. V. D. Farr	100
Mr. G. T. Edkins	50
Mr. R. Hancock	50
Mr. N. L. Watson	50
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Netherland India Bank	25
Mr. F. Smyth	25
Mr. W. D. Jupp	25
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Mr. P. Sander	15
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Mr. S. M. Whyte	10
Mr. M. E. F. Alpy	10
Messrs. Caldwell MacGregor & Co.	10
Mr. H. P. Smith	5
Mr. D. Gubbay	5
Mr. T. E. Winfield	5
Mr. N. Lund	5

THE RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extrême Orient de Saigon in their latest circular on the Rice market, state:—

The tendency of the market is frankly declining, there is depreciation after each transaction. Some business has been looked for Europe, but without either continuance or enthusiasm. Buyers seem not interested for the time being. It is reported that Java Government has bought (also a few thousand tons for December delivery). The total amount of rice exported from the 1st of January up to the 10th of October, 1920 is 753,501 tons against 709,071 tons in 1919.

We quote to-day:—White Saigon rice No. 2 Sifted, Japan quality Hongkong \$8.24 per picul f.o.b. Saigon for October-November shipment.

HONGKONG VOLUNTEER DEFENCE CORPS.

ORDERS FOR CASER COMPANY BY LIEUT. A. F. M. WEYMAY.

PARADES.

The Company will parade at Headquarters on Tuesday, the 28th inst., at 8.30 p.m.

Dress: Drill order.

RAISE.

The band will parade at Headquarters on Monday, the 25th inst., at 6.30 p.m.

Dress: Drill order (with instruments).

CLASS OF INSTRUCTION.

A class of instruction will be held at Headquarters for N.C.O.'s on Thursday, the 28th inst., at 5.30 p.m.

Dress: Drill order.

STRENGTH.

Sergeant E. Bentley having left the Colony is struck off the Company.

G. F. E. RAPSON, Bt. Major, Adjutant, H.V.D.C.

Hongkong, October 22nd.

Any persons contemplating taking dogs to Great Britain will be interested in the following extract from a War Office letter which has been forwarded to us from the headquarters of the China command:—

"Any future application for a license to land a dog in Great Britain from abroad should be made beforehand to the Ministry of Agriculture and Fisheries, Whitehall Place, London, S.W.1 direct, and no dog should be shipped to the United Kingdom unless the landing license has been previously obtained. The same conditions will apply to all such licenses as hitherto—namely, the removal of the dog on landing under the charge of an independent carrying agent to the premises of a Veterinary Surgeon approved by the Ministry of Agriculture and Fisheries for detention and isolation thereon at the expense of the owner of the dog for a period of six calendar months from the date of the landing."

A Double Safeguard.

When buying Worcestershire Sauce, always look for the signature in White

Lea & Perrins

on the Red label, and see also that the name LEA & PERRINS is embossed in raised letters on the glass bottle.

Lea & Perrins' label and bottle are copied to such an extent that these precautions are necessary, in order to make sure that you are being supplied with the original and genuine Worcestershire and not one of its many imitations.



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Markets.
Samples valued.
Best ports for
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discharge.

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Receives
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KING.
LOST SILK HAT.

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**THE FAMINE RELIEF
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Under the Patronage of—
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H.E. Major General F. Ventris, C.B.
H.E. Commodore W. Bowden Smith, C.B.E.
Hon. Mr. Lau Cha Pak.
Hon. Mr. Ho Fook.

Thursday, - Oct. 28th
Saturday, - Oct. 30th
Wednesday, - Nov. 3rd

at 9.30 p.m.

BOOKING NOW ON

AT-MOUTRIE'S.

PRICES AS USUAL.

Soldiers and Sailors half price.

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DINNER DANCE

SATURDAY, Oct. 23rd.

Tickets for Tea Dance.....\$1.00

Tickets for Dinner Dance...\$1.50

The above charges do not include Meals and Refreshments.

Manager.....D. M. GOODALL.

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DAIRY FARM NEWS.

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New shipments just received—

GOUDA-CHEESE... 80 cents per lb.

EDAM CHEESE...

AMERICAN CREAM CHEESE

GRUYERE CHEESE.

Our own Make—

PICNIC CHEESE... 20

CREAM CHEESE... 30

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Corns, Calluses Ended Quickly!

Two Drops of "Get-It" Will Do It.

Ever carve your toe with a knife trying to get rid of a corn? Ever use a cleaver or the edge of a razor to cut a corn too close to the "quick"? Ever

use a hot iron to burn it off? Ever use a hot iron to burn it off?

Get-It is the guaranteed money-back corn remedy. The only sure way, costs but a trifle at all chemists and stores. Price by Dr. Lawrence & Co., Chicago, U.S.A.

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INSECT ENEMIES.

HOW THE FLY SPREADS DISEASE.

The 3rd annual conference of the Sanitary Inspectors' Association was held last month at Margate when Professor Maxwell-Lefroy, of the Imperial College of Science and Technology, delivered a lecture on "Insect Enemies of Man."

Professor Lefroy, in his lecture, reviewed those insects which affect man either by their direct attack or by their transmission of disease. The common house fly was the one remaining link between the diseased organisms found in excreta and filth and the food of man; modern sanitation had swept away the others. The adult fly, hatching out in a manure heap or near human excreta, was fouled by the matter, which it retained on its hairy body and the pads of its feet. These pads would carry infective material in an active condition for some hours, and as the fly subsequently walked upon food or domestic articles it deposited the infected stuff. The fly was the habit of filling its capacious crop with liquid in which disease germs remained alive and multiplied, and should it find a more suitable food, such as milk, it could eject this into the milk, so as to feed on the more attractive food.

It had been shown that typhoid germs might retain their activity in the fly for 28 days and might at any time be deposited in the manner described. Further, for 23 days after feeding on material containing typhoid germs the fly's excreta were infective. It was only because flies were small and people were accustomed to them that they permitted this continual fouling of their food, their homes, and their persons. There was direct proof that such diseases as summer diarrhoea in infants, enteric, typhoid and paratyphoid, dysentery, cholera, and ophthalmia were transmitted by flies. Probably also such disease as intestinal tuberculosis was so carried, and as knowledge grew so would the role of the fly as a disease carrier become more and more emphasized. These diseases did not all affect, as in this country, in England the indictment of the fly depended mainly on its transmission of the summer diarrhoea of infants. So long as it flourished so long would thousands of young children perish.

HOW TO ELIMINATE THE FLY.

The pre-eminent means of keeping down the fly were by sanitation, the proper treatment of refuse manure, the destruction of refuse, the use of water in household sanitation, and where water was impossible, the use of dry earth privy. He hoped the day would come when the man who kept pigs, who had a filthy stable yard or cowshed, would be proceeded against. The fact that the motor was displacing the horse would help greatly to solve this, and strict regulations of the fly's breeding places and strict enforcement of ordinary precautions should eliminate the housefly as an insect disease-carrier.

Referring to the flea, Professor Lefroy described it as a menace, not a pest as yet, except where plague was found. Its importance lay in its potentiality as a carrier of plague and of some other diseases, such as scarlet fever. It was also suggested that it was the carrier of the organism causing rheumatic fever, the prevention of flea lay first in cleanliness of the house and secondly, in keeping domestic animals free from the insects.

The war had brought the louse into prominence as a carrier of typhus, trench fever, and relapsing fever. Probably no single insect was of equal importance at the present moment in human affairs, since it was now recognized that typhus was one of the determining factors of the present position in Russia and Eastern European countries. While the neglect of elementary conditions of life early in the war produced an amazing wave of lice both in the Army and in civil life, the typhus infection had not as yet affected us. But should the conditions of life sink below a certain level they might yet have this scourge to face, unless the housing question was speedily and properly solved. In spite of the enormous amount of scientific work that had been expended on the louse, the sanitary officer was no better armed against it than he was before the war. The louse had been in the method of delousing clothing.

It was news to most people, Professor Lefroy added, that mosquitoes occurred in England at all, still more that malaria was found in this country, and that the mosquito carried it. Fortunately, the disease was not common. We had in England three kinds of anopholes, including the malaria-carrying ones, and several species of culicid and allied genera.

Professor Lefroy concluded with a reference to the means of man's dispersal of insect pests as a result of aerial communication with distant lands. We did not, for instance, want cholera brought direct from Africa to an aerodrome outside London at a time when there were abundant flies to spread infection; nor did we want an airman from, say, Holland to come with a fur coat full of typhus-infected lice. One of the worst insect disease-carriers of the tropics, not normally found in England, was reported breeding near a London aerodrome last year. Another phase was the use of insects in warfare. In order to spread cholera, it was not necessary to poison wells. Releasing flies fed on a culture would spread the infection. It would be easy for the agent of a country hostile to us to liberate thousands of disease-carrying flies at a time when our own flies were abundant. One continental country would hesitate to infect another for fear of the plague spreading back to themselves, but with an island like ours, or with a continent vast as America, the use of this weapon was obvious.

The following story is from a London contemporary: "Mrs. X, an elderly widow lady, and a parish church worker, had a severe bronchial cold recently and finally decided to stay in bed for a few days. At the lay with the window wide open the rectory rang the door bell and she heard the following colloquy: 'Good morning, Mrs. X, how are you today?' 'Well, Sir, a little better, this morning, thank you. She's not quite so tight to-day as she was yesterday.' The patient heard the rectory's chuckle after the door was closed, and fully expected to hear more about the matter when she next meets him."

MOTHER SEIGEL'S SYRUP

This world-famous remedy for digestive disorders possesses in a remarkable degree the power to tone, strengthen and regulate the action of the digestive organs—the stomach, liver and bowels. It is still, after more than fifty years' testing, the best-known and most successful remedy for indigestion, constipation, biliousness, and the many distressing ailments which are traceable to a weak or disordered condition of those organs. You enjoy good digestion when you take Mother Seigel's Syrup. Test it for yourself, and prove its worth. Mother Seigel's Syrup is also sold in Tablet form.

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The distinctive palate-permeating flavour of "Johnnie Walker" is due to its high quality, absolute purity and perfect maturity. To safeguard the three ages of "Johnnie Walker" our policy for the future is our policy of the past: First, and foremost, to see that the margin of stocks, over, sales, is always large enough to maintain our unique quality.

Guaranteed the same quality throughout the world.

JOHNNIE WALKER "White" Label. Over 5 years old.

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October 23rd & 24th.

ALLIED WAR BLUNDERS. OFFICER ON THE LACK OF GENERAL RESERVE

Very frank criticism of Allied war policy and methods of command is contained in an article, in the September Blackwood's, by Captain Peter Wright, late Assistant Secretary, Supreme War Council. Captain Wright maintains that "for a period that can almost be called years the British and French were at least seven to four to the Germans on the Western front and almost double in material." At the end of 1917:

Britain and France alone were, and had been for two years, numerically stronger than Germany. How much more, and how crushing, had their numerical superiority been when more than 120 Russian and Rumanian divisions were fighting on their side. Yet they had failed to win the war.

This failure, Captain Wright attributes to the lack of the Allied, both of command and plan, of the Allies. Upon Sir William Robertson he is especially severe. "His plan, and he had no other, was to raise more and more men. If the two sides were allowed to go on killing each other in France indefinitely, when all the Germans were dead there would still be a few Allies left and they would win the war." But at the end of 1917, German divisions were pouring from the east to the western front. Germany might be counted on to fling them against the weakest point in the Allied line, and that pressure might be sufficient to inflict disaster upon the Allies before sufficient help could be brought up from other parts of the front.

Hence, says Capt. Wright, the scheme of a General Reserve, to be formed from the Armies of the West and to be placed under the control of the Executive War Board—Foch, Wilson, Bliss, Cadorna. This plan was elaborated after Caporetto by Foch and Wilson.

It gave each Commander-in-Chief the advantages of a Generalissimo. The General Reserve was a banking account on which each could draw if he were attacked; his drafts would be fixed by the War Board according to their judgment. On the other hand, he had none of the disadvantages of a Generalissimo. No Commander-in-Chief could suspect his forces were being exploited for the benefit of an Ally's forces, for each nation had its representative on the War Board.

Foch, says Capt. Wright, foresaw that the German blow must fall either towards Cambrai or towards Reims. His plan was to concentrate the larger part of his General Reserve round Paris, ready to be flung in on the flank of the German attack, whether it were towards Amiens or towards Reims; for "the more successful the German's attack is, the longer and therefore the more open and unguarded his flank will be."

DIVERGENT PLANS. But the General Reserve was never formed. Why? Because, says Captain Wright, Haig and Petain met at the end of February and formed a plan which was wholly inconsistent with and destructive of the plan of the General Reserve. This plan of the British and French Commanders-in-Chief was unknown to Foch. This is Captain Wright's belief.

The immediate consequence was that the General Reserve vanished; for the Allies at once withdrew their assent. Captain Wright does not blame Sir Douglas Haig for this refusal; he is natural, for he could not undertake the double liability of taking over more French lines (as far south as Baris) and feeding the General Reserve as well. But the defeat of Gough's Army in March at once became inevitable if the Germans should attack him.

From the first week of March, when the plan of the General Reserve was abandoned, Gough's Army was doomed. During the fortnight that preceded the battle no one on the immediate Staff of Foch had any doubt that a catastrophe was inevitable.

It came. Reinforcements, which would have been speedily available if the major part of the General Reserve had been concentrated as Foch had planned could not be brought up in time. And then, in the very midst of disaster, after the British had sustained what Captain Wright describes as "the greatest defeat we have ever suffered in our history, measured by any standard," Foch was at last given his chance.

He was only appointed towards the middle of the day on Tuesday. But at a quarter to 5, a few hours after his appointment, he managed to get through to Debeney on the telephone. He now had authority to command. He at once ordered him to take all his troops out of the line farther south on a front of six miles, risk leaving a gap there, and send them up in front of Amiens. Against these, on the Wednesday, the last effort of the spent German was broke itself.

"So Foch, as soon as he was given a chance, found in himself, at once, the means of retrieving the faults and errors of other leaders, and so saved them, but only just, on the edge of ruin."

"DON'T SPONGE ON GOD!"

New York, September 2nd.
A reply to Irish propaganda efforts to make capital out of Mr. McSwiney's attempt to commit suicide in Brixton Gaol was delivered yesterday evening by Bishop W. A. Quayle, of the Methodist Church, in a religious "camp meeting" service at Ocean Grove, New Jersey, a famous Methodist summer resort.

Bishop Quayle, who is head of the Methodist Diocese of St. Louis, was the principal speaker of the evening. He declared that the world ought to repudiate such a man as Mr. McSwiney, whom he described as "poising as a martyr when he is a fool," adding: "If he does not eat pretty soon he will be a dead man." The bishop, afterwards attacked faith cures, saying: "Trying to get well by faith-healing is imposing on God. We ought to use them. We could live for a time without eating, too, but we don't do it. I say to you, 'Don't sponge on God.'"



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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

TIENTSIN via WEIHAIWEI & CROWN OKEONGSHING. Tues. 28th Oct. Noon.
SHANGHAI & TIENTSIN via SWATOW "CHOYRANG". Tues. 26th Oct. Dlight.
SHANGHAI "WINGSANG". Wed. 27th Oct. Dlight.
HAIPHONG via HOHOW "LOKSANG". Thurs. 28th Oct. 8 a.m.
KORE "NAMSANG". Thurs. 28th Oct. 3 p.m.
SINGAPORE & PENANG "FOOSHING". Fri. 29th Oct. 3 p.m.
MANILA "LOONGSANG". Fri. 29th Oct. 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation sailing from both ports every Friday.

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BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Datar.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chetoo.

CALCUTTA LINE.

s.s. "FOOSHING" will be despatched on or about
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Through Bills of Lading issued to RANGOON, PORT SWET-
TENHAM, MADRAS, and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

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GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel "YOGTLAND" ... 25th Oct. ... One Hongkong.
"GLENFLEET" ... 26th Oct. ... 12th Nov.
"GLENSHANE" ... 27th Oct. ... 28th Nov.

HOMEWARDS.

Vessel "FEMEROKESHIRE" ... about 27th Oct. ... GENOA & LONDON.
"GLENFLEET" ... 3rd Nov. ... GENOA, LONDON & ROTTERDAM.
"GLENSHANE" ... 26th Nov. ... GENOA, LONDON, ANTWERP & ROTTERDAM.
"GLENFLEET" ... Middle of Dec. ... GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

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The following are comprised in the Company's Fleet:—
Eleven steamers of 9,100 tons each deadweight.
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Twenty steamers of about 9,100 tons deadweight each.
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"ELLERMAN" LINE.
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LONDON — "CITY OF NAPLES" — 15th Nov.

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THE BANK LINE, LTD.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

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For	Steamer	To Sail
SHANGHAI & THINGTAO	"CHENAN"	On 23rd Oct. 4 P.M.
HONGKONG & HAIPHONG	"KAIKONG"	On 25th Oct. 10 A.M.
SHANGHAI	"HUNAN"	On 26th Oct. 10 A.M.
SWATOW and BANGKOK	"LUCHOW"	On 26th Oct. 10 A.M.
WUHAN, CHANGHAI & TIENTSIN	"KUEICHOW"	On 28th Oct. Noon.
MEUICHOW	"SUANNAN"	On 28th Oct. Noon.
AMOI, SHANGHAI & FUKOW	"SUANNAN"	On 28th Oct. 4 P.M.
SHANGHAI	"SINKIANG"	On 28th Oct. Noon.
SHANGHAI & THINGTAO	"TEAN"	On 30th Oct. 4 P.M.

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"HAIKONG"	—	Capt. J. B. Thomson	THURSDAY, 28th Oct. at 12 Noon.
"HAIKONG"	—	Capt. E. H. Stewart	TUESDAY, 2nd Nov. at 12 Noon.

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SS. WEST HIKI	Nov. 30th.	SS. WEST HIKI	Dec. 2nd.

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EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

SS.	Tons	From Hongkong (about)	Destination
"NOVARA"	5,900	15th Nov.	Marseilles, London & Antwerp
"DILWARA"	5,400	15th Nov.	Singapore, Colombo & Bombay
"WILLORE"	5,523	28th Nov.	Marseilles, London & Antwerp
"SOMALI"	5,713	10th Dec.	do.
"DEVANHA"	5,100	17th Dec.	do.
"SICILIA"	5,700	31st Dec.	do.
"FLASSY"	7,245	31st Jan. 1927	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" 7,000 10th Nov. Calcutta via Spore, Pang & R

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	29th Oct.	Bombay, Thursday Island,
"KANOWNA"	7,400	30th Nov.	Cairns, Townsville, Brisbane,
"ST. ALBANS"	4,500	22nd Dec.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"NELLORE"	4,900	24th Oct. 10 A.M.	Shanghai, Kobe & Yokohama.
"TAKADA"	7,000	26th Oct.	Shanghai & Japan.
"JAPAN"	5,000	2nd Nov.	Shanghai & Japan.
"DILWARA"	5,400	3rd Nov.	Shanghai Only.
"SOMALI"	5,700	4th Nov.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Through Interchangeable.
1st Saloon Passengers may travel by RISEN Company's steamers between
Singapore and Calcutta or Singapore and Madras in Hon of the western of their P. & O.

All Cables fitted with Radiotelegraph. Passengers free of charge.
Steamers and Sailing Vessels are liable to be cancelled or altered without notice.
Passengers carrying not more than 50 lbs. of baggage will be received at the Company's
Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents or
advices.

Any damaged packages must be left in the Godowns for examination by the
Company, and the Company's Surveyors must be present within ten days
of the Steamer's arrival here, after which date they cannot be recognized. No Claims
will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
25, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct

service via Singapore and Port Said.

"ANDES MARU" Monday, 8th Nov.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS,

DURBAN & CAPE TOWN via SINGAPORE.

"TACOMA MARU" Beginning of Dec.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"KARADO MARU" Saturday, 26th Oct.

"SIAM MARU" Thursday, 18th Nov.

SAIGON, HANKOW & SINGAPORE—Regular monthly service.

"SHIBUYA MARU" Monday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and

Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

via Manila and Shanghai—Regular fortnightly service touching at intermediate

ports in Japan and taking cargo to OYAKU POINTS U.S. in connection with

Chicago Mill and St. Paul Railway.

"HAWAII MARU" Wednesday, 10th Nov.

"AFRICA MARU" Friday, 26th Nov.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and

Cuba Ports.

"HAGUE MARU" Saturday, 12th Nov.

NEW ORLEANS LINE

"PUMATRA MARU" Beginning of Dec.

JAPAN PORTS—Moji, Kobe, Yokohama & Yokohama.

"HAWAII MARU" Monday, 29th Oct.

"AMAKUSA MARU" Call Shanghai.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommoda-
tion for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K.
wharf near the Harbour Office.

"AMAKUSA MARU" (Sailing from Swatow Bay) Tuesday, 26th Oct.

TAKAO via SWATOW & AMOI. Thursday, 28th Oct.

For sailing dates and further particulars please apply to YASUDA, Manager,
Tel. Nos. 744 & 745, No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer Arr. Hongkong from Australia. Lv. Hongkong for Australia

"TAIYUAN" 18th Oct. 22nd Oct. 4 P.M.

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with latest machinery, ensuring a plentiful supply
of hot, fresh provisions, etc., and have superior accommodation with Electric Light
throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried.
Reduced Fares. Cargo booked through to all Australian, New Zealand & Transvaal Ports.
For Freight and passage apply to BUTTERFIELD & SWIRE, Agents.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMER	TONS	LEAVE HONGKONG
TEIKYO MARU	32,000	Oct. 28th.
SHINTO MARU	32,000	Nov. 23rd.
PERSEA MARU	9,000	Dec. 2nd.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN

CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE

Through at TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
SHINTO MARU	14,000	Nov. 20th.
TOKYO MARU (Cargo only)	17,900	Nov. 23rd.
KIYO MARU	17,900	Jan. 10th, 1927.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton.

Messrs T. R. GRIFFITH, LTD.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMER & DEPARTURE SAILING DATE

SHANGHAI, KORE & YOKOHAMA "CORDILLERE" On or about 14th Oct.

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DUBOULT, PORT SAID "PORTOS" 10,000 On or about 10th Nov.

* calling at Haiphong.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER,

Acting Agent,

Queen's Building.

ADMIRAL LINE
PACIFIC STEAMSHIP COMPANY
TRANS-PACIFIC FREIGHT SERVICE
Operating the following U.S. Shipping Board Steamers
For SEATTLE, TACOMA, VICTORIA, & VANCOUVER
(Calling at Shanghai and Kobe)
"CITY OF SPOKANE" About Nov. 25th.
For PORTLAND direct
"ARRCOS" (Calling at Kobe and Yokohama) About Oct. 31st.
For SEATTLE
Through Bills of Lading issued to Overland Oceanic points.
For Freight and Passage apply to
THE ADMIRAL LINE.
Telephone 2627 & 2478, Fifth Floor, Hopkyns Building.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"BOUADOR," "VENEZUELA" & "COLOMBIA."

HONGKONG TO SAN FRANCISCO

via SHANGHAI, KORE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

SS. "VENEZUELA" Nov. 2nd, 1926

U.S. SHIPPING BOARD VESSEL

For SAN FRANCISCO.

SHANGHAI-HONGKONG-CALCUTTA SERVICE

Cargo accepted on through Bills of Lading to all points in the United
States, Canada, also through Bills of Lading to Baltimore, Havana, Genoa and
South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

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Cable Address "SOLANO"

Telephone 141

